



Navy News

DECEMBER 1997

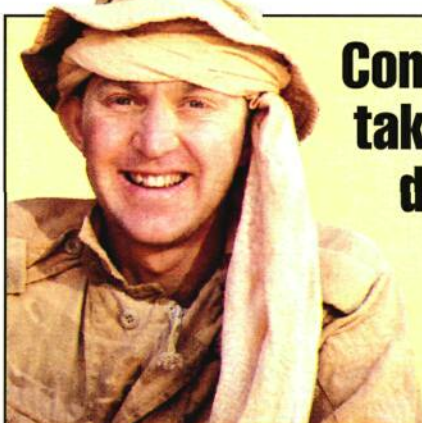
70p

WIN £500!
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PAGE 31



Bond is in his Naval element

page 11



Commandos take on the desert of Jordan

centre pages

Christmas Special for our young readers



TOP-SPEED MOVES IN GULF CRISIS



● A Sea Harrier from HMS Invincible makes a successful first firing by the Royal Navy of a live warshot AMRAAM air-to-air missile during the ship's passage to the Mediterranean. Below, Invincible with RAF GR7s embarked alongside her Sea Harriers.

Ex-Navy winchman dies after saving 10

FORMER Navy search and rescue aircrewman Bill Deacon died amid giant waves after rescuing ten crew from a cargo ship on the rocks off Shetland.

Mr Deacon (50), an employee of Bristow Helicopters on contract to the Coastguard, was a member of the crew of the rescue aircraft at Sumburgh in Shetland.

The helicopter was called to the stricken vessel *Green Lily* which had been forced on to rocks on November 19.

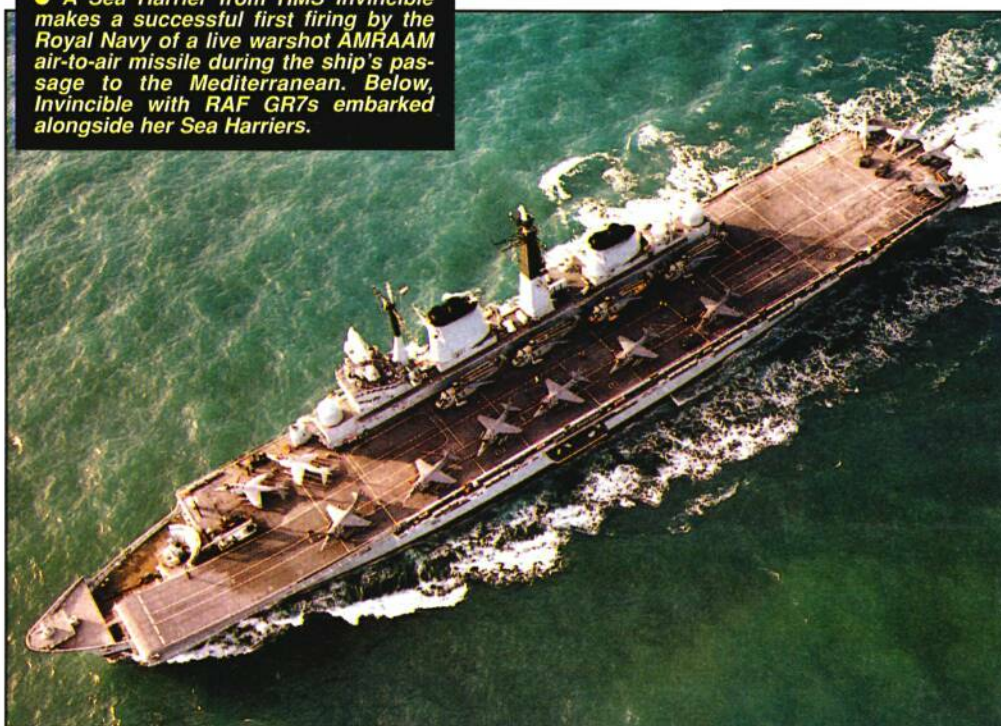
In 70mph winds Mr Deacon had been lowered to the ship to help the Croatian and Filipino crewmen escape, but huge waves were breaking over the vessel and it is believed that Bill Deacon was washed into the sea. His body was found the next day. A Coastguard

spokesman said a marine accident investigation would be held.

Mr Deacon served in the Navy from the mid 1960s to the late 1970s, becoming a PO aircrewman diver and serving with most of the RN's search and rescue flights. He was normally based near his home at Aberdeen, and was at Sumburgh as a relief aircrewman.

Earlier this year he received a Chief Coastguard's commendation for bravery after rescuing an injured man from a 300ft cliff face near Sidmouth. A colleague and friend during that and many other rescues, ex-Navy man Tony Campbell, described Mr Deacon as an "outstanding" aircrewman.

Mr Deacon's son, Alan, is in the Navy. He also leaves a wife, Lorna, and a daughter, Emma.



IN A REMARKABLE high-speed dash, the aircraft carrier HMS Invincible responded to the Gulf crisis by travelling 3,500 miles from the Caribbean to the Mediterranean in just over six days.

In an interview with *Navy News*, her Commanding Officer, Capt Roy Clare, said the 20,000-ton ship had crossed the Atlantic at an average of 26 knots – 29 knots at night.

"There have been very high speeds to sustain, which is very impressive from an engineering point of view," he said. "The speeds also made it uncomfortable – it's very noisy in the after decks, so I'm very impressed by the stoicism of the crew."

Invincible cut short her autumn deployment to the west Atlantic (see page 19) when she was ordered east as a precaution in the face of Saddam Hussein's defiance over UN weapons inspections. If ordered into the Gulf she could support US forces there, including the giant carriers USS Nimitz and USS George Washington.

By November 19 Invincible was at Gibraltar, and as *Navy News* went to press the ship was embarking six RAF Harrier GR7s flown

■ Turn to back page

■ NEXT MONTH -- DON'T MISS OUR EIGHT-PAGE ROYAL YACHT SUPPLEMENT

Goats brought in to keep Naval fort tidy

TO PREVENT the communications centre at Fort Southwick becoming overgrown by weeds and shrubs, the Royal Navy has turned its back on chemical warfare and machinery, to embrace an age-old answer to the problem – goats.

A herd of 26 of the voracious beasts has been drafted in to graze the wayward vegetation on

the large site on Portsdown Hill overlooking Portsmouth.

Fort Southwick itself is a Grade One listed building and is next to a site of special scientific interest – home to rare plants and insects which are now threatened by the encroaching scrub.

The Commanding Officer of the fort's small community, Lt Andy

Badger, said the goats had been brought in on the advice of Richard Jones, head of Portsdown Hill's Country Management Project. They have been supplied free by a grazer for a one-year trial, and have saved the Navy thousands of pounds in scrub control costs.

"The animals settled in straight

away and have already made huge inroads into the vegetation," said Lt Badger.

"We've had a job to keep them fenced in, and some motorists passing the fort have been surprised to see goats tap-dancing on the ramparts. But they're very appealing to watch and have certainly cheered up our staff."

ADMIRALTY ARCH SET TO TAKE IN HOMELESS

ADMIRALTY Arch may be used to house up to 450 homeless people this winter if a Government plan goes ahead.

RN officers sought for Brazilian exercises

ROYAL Navy officers who can be spared from their duties are being invited to apply to take part in exercises planned by the Brazilian navy next year.

Brazil, whose major warships include four former RN Type 22 frigates, has invited Britain to send Naval officers to up to ten exercises between February and next November.

The type of exercises include fleet, minesweeping, amphibious and hydrographic operations. One – Exercise Unitas – will involve the Brazilian navy in joint operations with the USN and other navies. It takes place off Recife and Chui in August.

The vacant building was used by the Navy until 1994 and the First Sea Lord, Admiral Sir Jock Slater, occupied a flat there until the end of October this year.

Now, Public Services Minister Peter Kilfoyle, said the Grade One listed building in central London is being offered to the Centrepoin organisation for the homeless to provide shelter from December to the end of March.

A planning submission has been made to Westminster City Council, and if approved £3 million of Government money will be provided under the Rough Sleepers Initiative.

Mr Kilfoyle said: "The Government are taking the lead by setting an example to owners of other vacant properties that they could be used to help get young people off the streets and away from the dangers associated with living rough, even if only temporarily."

Families give Hong Kong warship a big welcome

THEIR SHIP is coming in . . . just a few of the hundreds of families and friends of HMS Chatham as she returns home to Devonport after her marathon, eight-month deployment to the Far East.

And for the Type 22 frigate it was a very special homecoming, after her role as command ship for the handover to China of Hong Kong at the end of June.

Chatham was also guardship for HMY Britannia as the Royal Yacht left

Hong Kong waters for the last time, bound for the Philippines. The frigate then left to resume her Armilla Patrol duties in the Gulf.

Earlier in her deployment she visited Tenerife, Sierra Leone, Ghana and Namibia. In April she went to Cape Town to take part in the international fleet review to mark the 75th anniversary of the South African navy.

On her way home, 80 family members joined the ship at Gibraltar for the last leg of her journey to UK.

Bid to set up Lottery group for Cavalier

CAMPAIGNERS trying to keep Britain's last wartime destroyer in this country are attempting to gather together a support group of local authorities and other organisations willing to make a new National Lottery Fund application to finance the ship.

The warship, the Cavalier, is in dry dock in South Tyneside where plans to sell her to a Far East company are well advanced. If the contract is signed, Cavalier is destined to be put on show by Star Cruises at Port Kelang, Malaysia.

With time running out, the HMS Cavalier Association has appealed to councils and heritage organisations in the Medway area with a view to obtaining funds which would allow the ship to be maintained and put on show at Chatham.

The Association has appealed to Kent County Council, the City of Rochester upon Medway Council, Chatham Historic Dockyard and Chatham Maritime – the company developing the area under a Government sponsored heritage scheme.

Good chance

Although the ship has in the past been refused lottery money at her Tyneside berth, chairman of the HMS Cavalier Association, Mr Sid Anning, believes that a new plea would stand a good chance. "We need these organisations to come together to make a new lottery application based on a plan to keep the ship in the Medway," he said.

"This is the year of the seafarer – a year in which we seem to be getting rid of something that helped to give this country its freedom. We must get together to save the Cavalier."

Initial response from Rochester Council has not been encouraging. Council leader John Shaw told Navy News that while the authority would give moral support to the campaign, no financial commitment could be given as a new "super council" was due to take over the functions of the authority in April.

Meanwhile, in answer to a Parliamentary question, Heritage Minister Mark Fisher, said it was not yet clear whether Cavalier needed an export licence as a firm valuation for the ship had yet to be given.

After years of uncertainty, the fate of the last surviving tank landing craft to take part in the D-Day landings has been assured by the Warship Preservation Trust. The Trust has bought the 500-ton Landfall, after it had lain disused in a Liverpool dock for 15 years. She will be restored at a cost of £100,000 and put on display by the end of next year.

Crimea letters make £11,000

A ROYAL Navy officer's eye-witness account of the charge of the Light Brigade were among more than 70 Crimean War letters which were sold for almost £11,000 at an auction by Phillips in London on November 13.

The letters were written by Lt Fitzhardinge Maxse – aide-de-camp to Lord Raglan, the British commander at the Battle of Balaclava – and his brother Frederick who was Raglan's Naval ADC.

During the battle the 673-strong Light Brigade charged through the wrong valley and were cut to pieces by Russian artillery. Previously it was thought that the brigade commander, Lord Cardigan, had discussed the order with the cavalry commander, Lord Lucan, but the Maxse letters make it clear that they communicated through a messenger.

■ Book review – page 23



Full-strength flypast for Lynx's 21st

ALL TEN Lynx helicopters of 702 Naval Air Squadron conducted this flypast at the squadron's Portland base to coincide with the 21st anniversary of the type entering service with the Royal Navy.

Main task of the squadron at HMS Osprey is to train all Lynx aircrew and maintainers before they join flights embarked in frigates and destroyers.

Lt Cdr Terry O'Reilly, 702's Engineer Officer in his final month with the squadron, was delighted to see all the aircraft serviceable and in the air together.

Squadron Commanding Officer, Lt Cdr Neal Yates, said: "This was a culmination of some very hard work on behalf of the maintainers, many of whom are still under training, and it gave the aircrew some valuable training in flying in a large formation."

Picture: LA(PHOT) Dinger Bell, HMS Osprey

CLASSIC IDEA TO TAKE WING BY THE THAMES

JAMES BUTLER'S haunting design for the Fleet Air Arm Memorial was unveiled at the Royal United Services Institute in Whitehall last month.

The maquette shows a representative figure of an aviator in the guise of Daedalus, arms raised and bearing the outstretched wings of the mythical Athenian inventor whose name has been synonymous with the FAA from its earliest beginnings.

With its downcast gaze of sadness and regret, air of determination and blend of spectral drapery and muscular power, it evokes the best work of those post World War I memorial artists who managed to develop strongly individual styles within the classical tradition.

"It is difficult for a modern artist to avoid him looking like Superman," Butler commented. "I felt this Daedalus should look like a pilot – there is a suggestion of a leather flying helmet – but it is a classical idea that still has a connection with humanity. He could be a real person."

Equally inspired is the setting. This is still in its development stage, but it has Butler's Daedalus rising up from a carrier deck on a plinth suggestive of the modern 'ski jump', the back of which will carry the list of the 6,000 members of the FAA – "most under 30 and many barely out of school," Memorial Appeal president Admiral of the Fleet Sir Benjamin Bathurst noted – who lost their lives in the Service.

"Theirs is a story unique to this century which deserves to be remembered into the next millennium."

Proposed site for the memorial is the Victoria Embankment Gardens. The Daedalus figure is 8ft tall with a 13ft wing span and will stand 25ft above ground level.

The Prince of Wales – himself a former Navy pilot – is Patron of the FAA Commemoration and Memorial Trust which aims to raise £400,000 for the project. Phone 0171 499 0360 for details.

A portrait of Admiral Bathurst was unveiled by the former First Sea Lord when he was guest of honour at the Trafalgar Night dinner at RN air station Yeovilton.

It was commissioned from artist Sue Williams by Flag Officer Naval Aviation Rear Admiral Terry Loughran. In the mess it will hang next to a portrait of Admiral of the Fleet Sir Caspar John, he and Admiral Bathurst being the only FAA officers to rise to the Service's highest rank.

● Sculptor James Butler (left) and Admiral of the Fleet Sir Benjamin Bathurst unveil the design for the new Fleet Air Arm Memorial.



Pirate film to open Navy's new window on the world

AN ACTION adventure film featuring the fictional story of a Type 23 frigate's struggle with pirates and a hostile warlord will be one of the attractions in a new £13m Navy in Action centre in Portsmouth Historic Dockyard.

Penzance poised

NEWEST Sandown-class minehunter HMS Penzance is due to be handed over to the Navy in January after successfully completing contractor's sea trials.

Penzance is the first of a new batch of seven of the class to be built by Vosper Thornycroft at Southampton and was launched on March 7. New techniques in her construction included vacuum assisted methods for moulding the fibre reinforced plastic hull and other components.

After final fitting out she will join the Third Mine Countermeasures Squadron at Faslane.

The centre, being planned by Portsmouth Naval Base Property Trust, will give the RN a shop window which does not at present exist, said Trust chief executive Peter Goodship.

The staff of Director Naval Recruiting have helped the centre's design team in the planning of the film and activity units which will allow visitors to fire missiles, land helicopters and test their seamanship skills.

Work on the centre is due to be completed by the spring of 2000 and is expected to boost the annual numbers of visitors to the dockyard from 700,000 to near a million.

Half the cost will be met by the Millennium Fund and half has to be raised by the Property Trust.

Mr Goodship said the Trust had about £1.5m available, leaving £5m to be raised by public appeal.

He was hoping to receive further help from the Navy in kind or through direct investment.

SO LONG TO THE LAST OF THE LOYALS

LAST of a class of ten vessels, built as fleet tenders almost 20 years ago, are being retired from Royal Navy service as the training ships of Oxford and Cambridge universities.

HM ships Loyal Chancellor and Loyal Watcher are being replaced in the Inshore Training Squadron by two new Archer-class patrol vessels, HMS Tracker and HMS Raider.

Tracker took over from Loyal Chancellor as Oxford University RN Unit (URNU) on November 21, and Raider was due to relieve Loyal Watcher at Cambridge URNU on November 30.

Most of the original ten Loyal-class vessels were manned by the Royal Maritime Auxiliary Service. However, two of them – HM ships Vigilant and Alert – were RN manned for security patrols off Northern Ireland during the 1980s.

Loyal Chancellor and Loyal Watcher were transferred to the inshore Training Squadron in recent years and were also manned by the Royal Navy.



Smart cut at first steel of Albion

NEW computer technology is helping the Ministry of Defence and shipbuilders VSEL work together to produce streamline production of the Royal Navy's latest ships.

Rear Admiral Peter Spencer, Director General Surface Ships and Controller of the Navy, cut the first steel for HMS Albion and Bulwark, the two new amphibious assault ships, in a ceremony at VSEL's Barrow-in-Furness yard.

The MOD's Procurement Executive and VSEL have developed a three-dimensional computer-aided design system to identify problems at the design stage and solve them before they are encountered during production.

Said Rear Admiral Spencer: "This is an excellent example of the type of partnership between customer and supplier that we want to develop as part of our Smart Procurement initiative."

"The system has eradicated the need for large amounts of paper documentation and allows increased design flexibility, enabling both customer and supplier fast access to the most up-to-date information on the project. It helps us build it right first time – saving both time and money."

"The start of steel fabrication of HMS Albion and Bulwark is a major milestone in their construction and I am delighted with progress made to date."

"When they enter service, early in the new century, they will be a cornerstone of our modernised amphibious capabilities, giving the Joint Rapid Deployment Force highly effective Command and Control facilities as well as the ability to provide the base from which 3 Cdo Bde can rapidly deploy into theatre to conduct a wide range of amphibious operations involving the Royal Marines and other units of the Brigade."

□ 'Smart' move – see page 40.



Drafty... CND's Christmas Message



You are our most precious resource

"I THINK that most of you will feel that you have seen quite enough during the past year about gapping and its causes and effects, not only in *Navy News*, but also in publications like *People Matters*.

We are, of course, working on a number of proposals for reducing the turbulence and the extra work that it causes, but I do not propose to dwell on the topic except to say that I very much appreciate the tolerance and good humour with which people accept the situation.

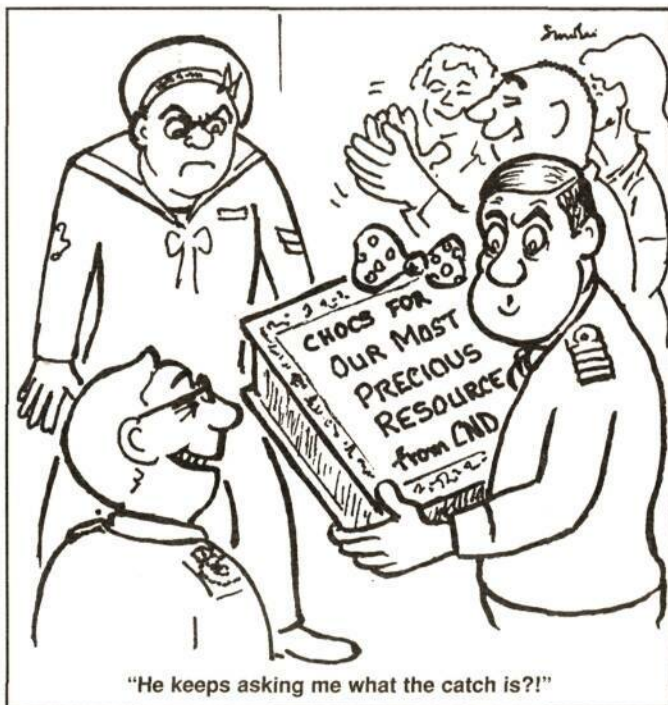
I am grateful that the vast majority of you understand that the Naval Drafting Directorate Staff do not enjoy giving you non-preference drafts, and that although they draft to a strict set of rules they do their best to be flexible and make every effort to share both the pain and the pleasure equally.

Professionalism

Indeed, it has become very clear to me during my first eight months as CND that they, and many of them are quite young and quite junior, do a very difficult job and shoulder a lot of responsibility with tremendous professionalism.

I would like to aim my personal 'Drafty's Corner' article this Christmas at every member of the divisional chain from leading hand or corporal to commanding officer, and not just at the Rating Corps.

It is too easy for hard-worked people to leave drafting to Drafty and the individual concerned, and only to become involved when, for whatever reason, a rating or marine refers a problem upwards or when Drafty fails to provide a



"He keeps asking me what the catch is?!"

"With just a little time, effort and care from everyone in the chain, we can all help with the career management, effective deployment, operational capability and morale of the Royal Naval Service's most valuable resource - our PEOPLE"

cient and largely avoidable. Please also consider LFS recommendations carefully as service abroad can put unexpected strains on officers, ratings and their families.

Secondly, I would like to mention the perennial topic of the quality of ratings reports and RM 365As. The selection of ratings and non-commissioned ranks for promotion and for 2OE is one of my responsibilities and one that I take very seriously indeed.

Selection

Selection boards have an extremely difficult job in selecting who are the best candidates from a service that, undoubtedly, is blessed with a great number of outstanding individuals, and the problem is set to increase when selective promotion for all ratings is introduced.

Disappointingly, some units do not help their candidates by forwarding reports poorly staffed, or late. My staff will, and unfortunately sometimes have to, return reports they consider might, if put before a board, prejudice the individuals' chances of selection.

There is no need for me to go into the errors and examples of

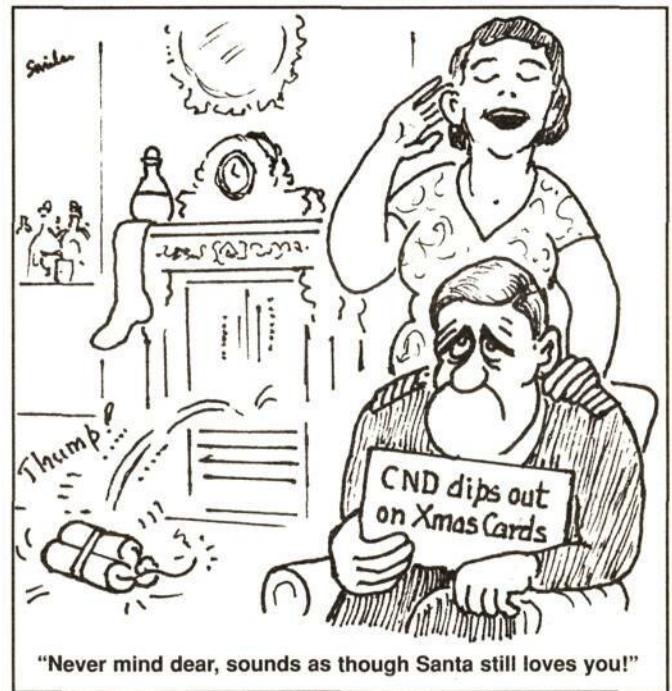
in BR1992 articles 1120 and 1121, you may like to refresh your memories!

Particularly important are recommendations for Local Foreign Service, small ships and instructional duties - please don't tick them without giving careful thought because if you recommend a rating for service in small ships, we could well send him or her to one.

Disruption

If, as sometimes, it turns out that an individual drafted is not actually suited then he or she must be removed quickly, a short notice relief found or the billet gapped and any PJT training conducted is wasted.

This is clearly disruptive, ineffi-



sheer carelessness that we see - sufficient to say that we are considering introducing league tables!

Also, a number of UPOs and shore registries are not helping by sending correspondence intended for the Drafting Directorate, including huge bundles of DPF forms, to the wrong address!

The problem seems to have been caused by the advent of the Armed Forces Personnel Administration Agency (AFPA) part of which is located with Drafty in Centurion Building.

RNTM 208/97 explains that Drafty is still part of the Naval Manning Agency and still lives in Centurion. Please address envelopes to CND, Naval Manning Agency, Centurion Building, Grange Road, Gosport PO13 9XA or in the case of RM documentation to CDO NMA c/o HQRM, Whale Island, Portsmouth. Our signal addresses are NMA Gosport and NMA Whale Island.

Moving away from specific 'drafting' matters now, as CND I am often invited to approve applications for release before the normal 18-month notice period, BR8748 article 0220.8 is the reference.

Early release

During 1997 there have been many instances of ratings trying to leave the service after very short

periods of notice indeed and even some examples of individuals who submit notice after applying, and being accepted for, jobs outside.

The rules for early release are there, not to be 'bloody minded' but because the manpower planners need a little notice to take account of unexpected variations due to PVR.

As a general rule of thumb, I am unlikely to approve any release much earlier than two months before the end of the notice engagement even if the rating concerned can be spared without relief. Even if the current unit can spare a man or woman, there are many gapped units around who would be delighted to have him or her for two or three months. If, as a DO or CO, you believe a case to be exceptional then please make and argue the case clearly.

I apologise if this seems a bit negative, but the intention is well founded. With just a little time, effort and care from everyone in the chain, we can all help with the career management, effective deployment, operational capability and morale of the Royal Naval Service's most valuable resource - our PEOPLE.

A very happy Christmas to you all and best wishes for a prosperous and successful 1998. I wonder why CND doesn't receive many Christmas cards...?!"

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Princess opens Sailors Rest

PRINCESS Anne has opened a brand new Sailor's Rest near the submarine base HMS Neptune.

The 28-bedroom facility called 'Braeholm' took three years to complete and aims to provide sailors and submariners in the

Faslane area with a 'home from home'.

Royal Sailors' Rests was founded in 1876 by Dame Agnes Weston and has been providing continuous care for the Serving Navy ever since.



Princess Anne meets (l to r) trustee Captain Mike Barritt, Mr David Hinkins, Head of Communications and Fund Raising for the Royal Sailor's Rests, Missioners in Charge of Braeholm, Peter and Anne Hansen and RSR Executive Director the Revd. Jonathan Martin



Facts and figures

Class: Swiftsure-class Fleet SSN – ship submersible nuclear
Pennant number: S12
Builder: VSEL, Barrow
Launched: October 5, 1979
Commissioned: March 21, 1981
Displacement: 4,200 tonnes
Length: 82.9 metres
Beam: 10.1 metres
Draught: 8.5 metres
Ship's company: 116 (13 officers)
Machinery: One Rolls-Royce pressurised water nuclear reactor 1, two GEC turbines, two WH Allen turbo generators, one Paxman diesel alternator, one emergency drive motor
Speed: In excess of 20 knots, dived
Armaments: Sub-Harpoon missiles; Tigerfish heavyweight torpedoes; being fitted for TLAM (Tomahawk Land Attack Missiles) trials
Sensors: Kelvin Hughes Type 1007 navigational radar; Type 2020 Bow Array sonar; additional sonars for oceanographic analysis and navigation
Combat Data System: DCB/DCG
Affiliations: Blackpool; 1st Battalion The Black Watch; Manchester URNU; TS Penelope; Kelly College CCF



● Making waves – HMS Splendid (above and below).

Splendid for some 400 years

THE FIRST of the four Royal Navy vessels to bear the name HMS Splendid is a bit of a mystery.

She is listed as being in existence exactly 400 years ago, but little more of her is known.

More than 300 years passed before the second Splendid appeared.

She was a 1,075-ton S-class destroyer built at Swan Hunter and launched in the closing months of the First World War, on July 10, 1918.

After 13 years, mainly spent in the Mediterranean, she was sold to Metal Industries of Charlestown, on January 8, 1931.

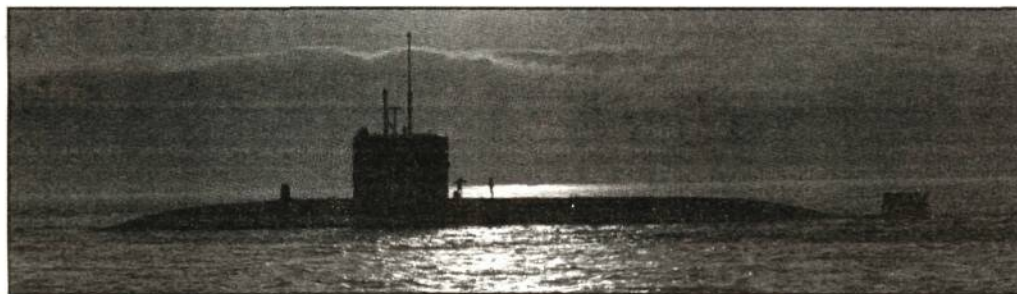
The third Splendid's career was measured in months, yet she won two Battle Honours.

Built in Chatham, the S-class submarine, formerly P228, was completed early in 1942.

In a short but eventful career, Splendid, under Lt Ian McGeogh – later to become a vice admiral – sank the Italian destroyer Avierre and the ammunition ship Santa Antiocha in late 1942 in the Mediterranean, and in January 1943 she sank two enemy tankers.

But with the Germans reeling from the concerted Allied submarine onslaught in the Med, Splendid became a victim of the countermeasures when in the spring of 1943 she was scuttled after having been badly damaged by a German destroyer's depth charges off Italy.

Her commanding officer and most of the crew survived as prisoners of war – some, including the CO, subsequently escaping.



A testing time for submarine

THE FLEET submarine is the Royal Navy's modern battle-ship, seeking and destroying enemy ships and submarines in any ocean around the world.

But Swiftsure-class boat HMS Splendid will soon play a leading role in extending that capability with the addition of cruise missiles to the weapons package.

HMS Splendid, the sixth of her class, is a hunter-killer, capable of locating and tracking enemy submarines or surface ships, or carrying out surveillance operations.

Her nuclear power plant allows her to travel at speeds of more than 20 knots at depth in excess of 500ft, and her range is only limited by her crew – she could cruise for years without stopping, but submarines benefit from the odd break.

Nuclear submarines are effectively sophisticated steamships – the reactor is simply a heat source, producing steam to drive turbines

which turn the propeller.

Fresh water is distilled from sea-water, some of which is siphoned off and electrolysed to produce oxygen and hydrogen.

Hydrogen, along with waste and noxious gases, are expelled, and the oxygen used to replenish the sealed atmosphere.

Her steam turbines also produce massive amounts of electricity – enough to power a small town – enabling the submarine to operate a wide range of sensors, computers and navigational equipment.

It also means the lights stay on throughout the patrol – there is no artificial night-time to mimic conditions above the waves as almost half the ship's company are always on watch. A bunk curtain brings some darkness and privacy – space is at a premium on submarines.

Splendid won a Battle Honour soon after her launch in 1981, when she took her place in the Falklands campaign in 1982.

She had an extensive refit in 1993, and is now entering one of

the most demanding phases of her life, as a trials platform for the Tomahawk Land Attack Missile (TLAM), which has required significant modifications to the boat.

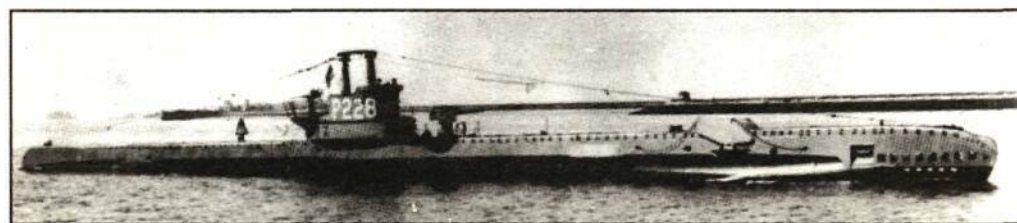
Already this year she has held a Sea Days for Clyde fishermen – she is part of the Faslane-based First Submarine Squadron – and early TLAM discharge trials.

Splendid played an important role in Exercise Linked Seas, a major NATO programme off Gibraltar, and on her return to Scotland she became the first S-boat to dock down in the Ship Lift. She immediately embarked on more TLAM trials, followed by an open ocean torpedo-firing exercise with two Dutch submarines.

Then it was back to Gibraltar with a number of surface units for NATO Exercise Tapon.

Next year will see the boat tested to the limits on sea trials before she crosses the Atlantic for the culmination of the cruise missile programme – the firing of the first RN Tomahawk missile on the US Navy range at San Diego.

To order postcards of the 'Ships of the Royal Navy' series please contact Sarah Geary on 01705 826040



● Short-lived but effective – wartime submarine HMS Splendid in 1942.

BATTLE HONOURS

Mediterranean.....1942
 North Africa.....1942
 Falklands.....1982

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HAS CAR CURRENT MOT CERT.		FULL DEALER SERVICE RECORD			
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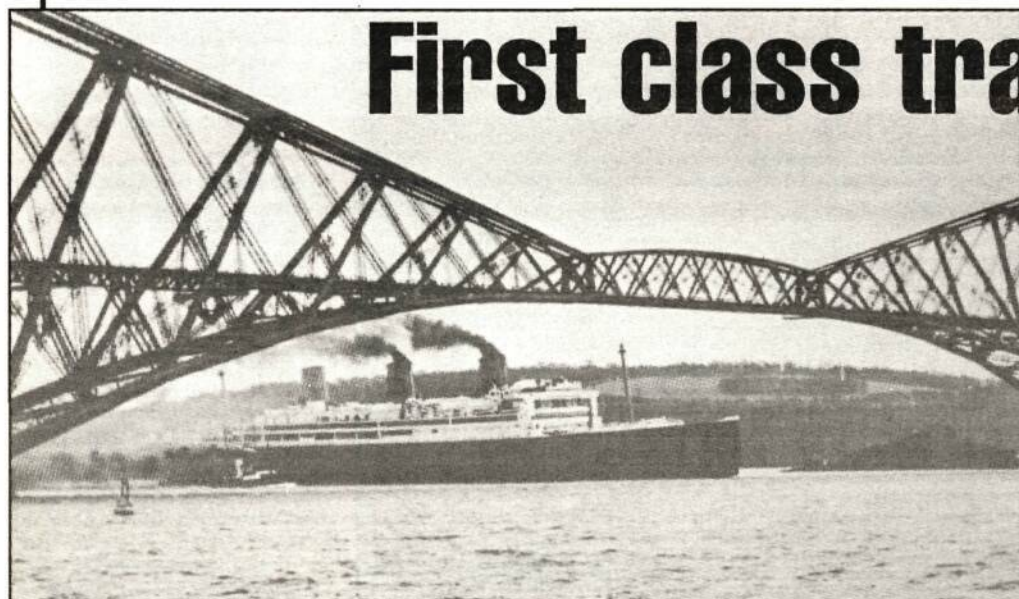
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First class training in a luxury liner

'MAJESTIC' 'CALEDONIA' 1937 Boys 1939 have celebrated their 60th anniversary with a reunion dinner at the Gladier Inn, Rosyth and a very moving and final farewell at the Royal Sailors Rest.

HMS Caledonia was originally built in Germany as the Bismarck. In 1922 she became the White Star Line's RMS Majestic, for many years the largest ocean going liner in the world with a gross tonnage of 56,598 tons.

Revamped as a boys training ship in 1937 she was then the largest ship in the Royal Navy, providing accommodation for the complement of 100 officers, 180 Chief and Petty Officers, a ship's company of 300, 1,500 boys and later 500 artificer apprentices.

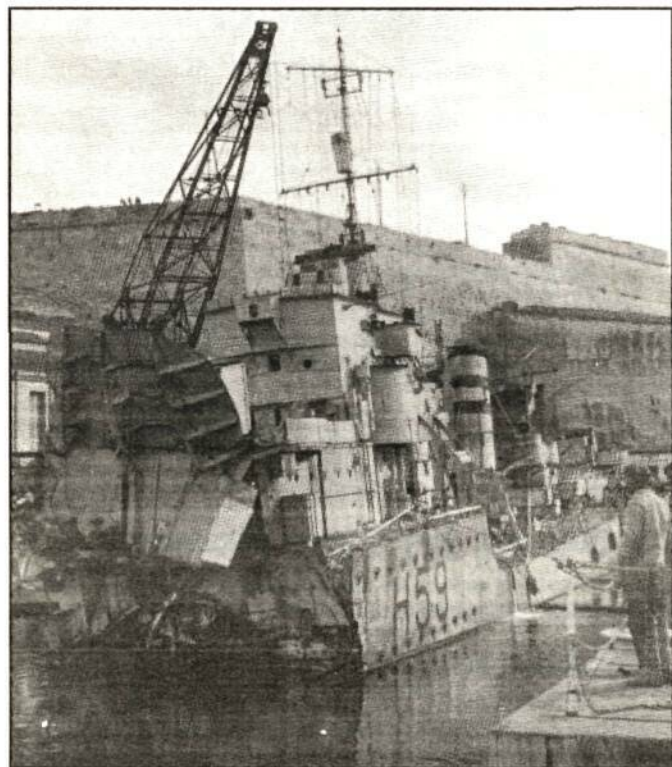
She had her original swimming pool and dining halls adjusted for naval messing, a hospital complete with x-ray department and operating theatre and no less than eight wards.

The boys dining room could seat 1,200. The ceiling was still a much-admired country scene. What was the first class lounge became the gymnasium.

Our 60th anniversary visit included a coach tour and a remembrance service for all the ex Caledonians who did not survive the war at the ship's former berth, made possible by Babcock Rosyth Defence Ltd. — J. Duckworth, Runcorn.

● HMS Caledonia, formerly the White Star liner Majestic, arrives at Rosyth in 1937. During her 207 voyages across the Atlantic as RMS Majestic, she covered 1,500,000 miles at an average speed of over 23 knots

Wreaths laid over one of Excess ship's two graves



ON January 10, 1941 the destroyer HMS Gallant struck a mine in a position about 120 miles west of Malta. The force of the explosion blew off the bows, killing 59 of her ship's company.

On 29 September this year, by the kind agreement of her captain, the Swan Hellenic cruise ship *Minerva* diverted from her scheduled track so that at 0630 she passed over this position.

A short commemorative service was conducted by the Very Rev Dr Tom Wright, Dean of Lichfield, during the course of which wreaths were laid by myself, who was First Lieutenant of Gallant at the time, and by Lt Cdr John Kingston on behalf of the Royal Navy.

The tragedy occurred while

Gallant was screening units of the Mediterranean Fleet on Operation Excess, aim of which was to bring a convoy of important stores ships from Gibraltar to Malta and Piraeus.

The remaining section of HMS Gallant was towed back to Malta by HMS Mohawk, but it was never possible to repair her and, after further damage in an air raid, she was towed out to sea and sunk to assist in the building of a breakwater. — Capt Robin Graham, Guildford.

● HMS Gallant, minus her bows, at Malta early in 1941.

Old clothes dusted off

I WAS interested in the letter about the Union Flag made by POWs of the Japanese (October issue).

At the time of the surrender I was on Admiral Fraser's staff in charge of repatriation of POWs and internees and when we lunched with Vice Admiral Harcourt, the Acting Governor of Hong Kong, all the old Government House staff had reappeared dressed in their old uniforms, which they had kept right through the occupation.

I congratulated one of them and he said: "Oh, we knew you would come back."

They ran a great risk of being beheaded if the Japs had ever found them.

Talking of flags, I was sent ashore at Yokosuka to report on the dockyard and there I found the old destroyer *Thracian*. It was a great moment when I rehoisted the White Ensign on the old ship which was in surprisingly good condition. The Japs had used her for radar experiments. — D. Bull, Petersfield.

HMS Thracian was bombed and beached at Hong Kong on Christmas Eve, 1941. She was later salvaged and recommissioned in September 1942 as a Japanese patrol boat. — Ed.

Riding shotgun

YOUR article in the October issue concerning the sale of Admiralty Floating Dock 60 took me back 56 years to when I had just passed out as a seaman gunner. I was told to pack a steaming bag with the bare essentials for a short trip.

We were transported to Devonport and embarked on a floating dock which was to be towed around the west coast to Greenock.

Three tugs took us in tow and we were escorted by Navy ships with an RAF escort during daylight.

The voyage was uneventful but the *Daily Express* writer Godfrey Wynn described it as "a brilliant achievement under the noses of the Nazis". — H.C. Parkinson, Wrea Green, Preston.

Service at the centre

MAY I, through your pages, thank everyone concerned in helping me make the Royal Naval Association's biennial Service of Remembrance at Whitehall such a success?

In particular, the Band of HM Royal Marines, Plymouth; officers and cadets of TS *Steadfast* (Kingston-upon-Thames), TS *Saumarez* (Twickenham) and TS *Richmond*; plus the Column and Parade Marshals.

Bravo Zulu to you all. — A. Robinson, Ceremonial Officer, RNA, Hayes.

MAY I, through your columns, send a signal of thanks and appreciation to the sick bay team who attended me at the Cenotaph on the Trafalgar Day commemoration after I passed out.

I took the two and a half ringer surgeon's advice to see my doctor — and he said I must stand on the bylines in future. — Bill Harlowe, Byfleet.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

First of the young guard?

AS A 'boy sailor' at HMS St Vincent 1958/59 I was being drilled to help provide the guard for a searchlight tattoo by a Chief G.I. Heinz. Maj Gen Reginald Madoc was due to have his first official meeting as C-in-C RM on board HMS *Victory* and we were put forward as ceremonial guard for that occasion.

Not only was the guard accepted but I was allowed to perform the duty of guard commander. I was led to believe it was a 'first' for a junior rating to act as guard commander at a full ceremonial occasion.

I have always wondered if this was the case and I don't know any way of checking so I thought I would write to you on the off chance that one of your readers would know. — D. Francis, Bromborough.



Navy News

No. 521 44th year

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STRETCHING THE LIMITS OF NAVAL AVIATION



WHEN jet aircraft came into service in the Royal Navy it was quickly found they needed special barriers when crash landing on carriers – the standard steel wire arrester tended to ride up over the smooth nose and decapitate the pilot . . .

A nylon net provided the solution. In 1959 *Navy News* published a graphic account of the first Seahawk to use one – other than in trials, that is.

Lt Grier-Rees of 806 Sqn was approaching HMS Eagle when he found he could not operate his dive brakes. It did not take him long to find out he had a complete hydraulic failure.

He carried out his emergency drill and managed to blow down his undercarriage – but his hook remained up.

The first impression he got as he came into land and saw the crash barrier was, "That flimsy thing won't hold me." His second,

when he hit it, was "I've gone through."

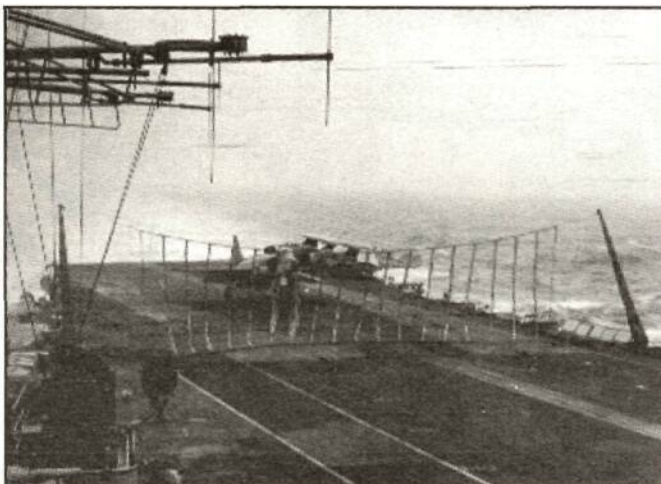
All was well, however. He was surprised by the gentleness of the arresting action until the barrier brought him up all standing at the end of its stretch. He then found himself going backwards – but quickly applying his brakes came to a halt at a slight angle across the flight deck.

The aircraft required only minor repairs.

On March 20 that year S/Lt R.G.D. Westlake worked the same trick – again for the first time – with a Scimitar of 803 Sqn on HMS Victorious when his landing hook failed to drop. He emerged unscathed, although his cab was damaged.

The event is shown in this sequence of photographs sent in by ex-LSA(S) David Bridgewater, formerly of 803 Sqn.

A few months later Westlake's aircraft sustained another hydraulic failure and he chose to eject – but his parachute failed to part from his seat and so did not open. A search failed to find him.



●Above: March 20, 1959 – S/Lt R.G.D. Westlake's Scimitar is saved by HMS Victorious's nylon crash barrier.
●Left: HMS Victorious (see also page 36) leading HMS Ark Royal and HMS Hermes.

Letters

'Don't bother us
and we won't
bother you . . .'

I HAVE read with interest of late of the behaviour in the Fleet of a few souls who have brought disgrace upon themselves and the Service.

Some of this has been attributed to the "bad practices" of the Old Navy. I served as a seaman from 1957-68 and in that time I never saw or heard of "initiation ceremonies", homophobic activity or racial prejudice.

I didn't exactly go through my service with my eyes closed as it was an essential part of practical survival to be fairly "switched on".

Those who were unpopular were unpopular because of their character, not because of the colour of their skin or sexual preference. The day I joined my first ship at 16 years of age a chap came down the messdeck ladder and announced to everyone he was gay.

I winced and waited for the furore. People just said 'Don't bother us and we won't bother you'.

I met many coloured ratings, all of whom were well liked. We all had our own problems in those

days and it bound us together as a team.

I just followed my old Dad's advice: 'Act green, keep clean and always catch the first boat ashore!' – D. Stanley, Shepton Mallet.

Pyjamas on ration

THE DRAWING of VADs waiting for casualties brought back memories to me.

A new pre-fab hospital was erected in the grounds of a former TB hospital at Mearuskirk near Glasgow, paid for, I believe, by the Canadian Government.

We casualties from the ill-fated Norwegian expedition were evacuated from Harstad in the hospital ship Abba and on our arrival at Liverpool a special train took us there to be met by those lovely VADs, we being their first customers.

The wards were fully equipped with all requirements – with the exception of pyjamas. Lying on each bed was a lady's flannelette nightgown!

One of the patients was a very tall Irish Guardsman who caused much hilarity on donning his rather short night attire. – R.D. Houghton, Bexhill-on-Sea.

Navy Days with Nemo

IN YOUR October edition you referred to a robot called 'Nemo'. I can assure ex-OA Woods that Nemo was not sent to the breaker's yard with HMS Anson.

He was on display during Chatham Navy Days in 1956. I painted a sign 'Don't ask your Dad, ask Nemo' and we used the same method to fool the children.

I too was on HMS Bulawayo in 1954 – R. Tennant.

MAKE YOUR OWN MESS



A selection of former MOD properties for sale to former and serving members of the armed forces with special military discounts.

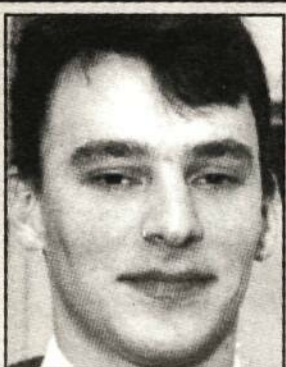
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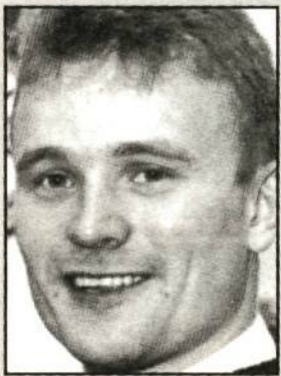


● S/Lt Sweyn Alsop.

First for RN fliers

THE FIRST RN students to have been trained at the new tri-Service Defence Helicopter Flying School at RAF Shawbury have received their graduation certificates from the Commandant, Col Mike O'Donoghue.

Having completed 35 hours basic training with 660 Squadron, and 45 hours advanced training with 705 Sqn on the Squirrel HT1, S/Lt Sweyn Alsop and Lt Tim Hayden have now moved on to RN air station Culdrose to tackle their operational helicopter training on the Sea King.



● Lt Tim Hayden.

Trophy winner

MARITIME journalist Michael Grey has been honoured with a top media award.

Mr Grey, Lloyds List International Editor, received the Maritime Foundation's Desmond Wettern Maritime Media Award from Countess Mountbatten of Burma on board HMY Britannia.

The award, in memory of the former Naval Correspondent of the *Daily Telegraph*, was awarded to Mr Grey in recognition of his articles, which covered a wide spectrum of the maritime sector and Britain's place within it, drawing attention to the importance of the Red Ensign and British standards of seafaring and training.

● Wendy Croxton meets CPOMEA Andy Lane (left), LMEM Skippy Mallaby and MEM Razor Reddock.



Special delivery from Richmond

A MESSAGE 'posted' in the Indian Ocean resulted in a Merseyside woman receiving a special invitation to meet the Navy.

While sailing from Australia on the homeward leg of the Ocean Wave 97 deployment in July, some

of the ship's company of Type 23 frigate HMS Richmond enjoyed a barbecue on the flight deck in "idyllic conditions".

Having polished off a bottle of wine, a message was written out, placed inside, and the bottle carefully dropped over the side of the ship.

The bottle was washed ashore the following month on Rottne Island, off the coast of Perth, where it was picked up by Wendy Croxton, from Hoyle, and her German friend.

Wendy replied to the message, so when HMS Richmond was detailed to be escort to the Royal

Yacht on part of her final tour of Britain, the barbecue bottle-lobbers took the opportunity to track down Wendy and invite her on board.

The bottle is now on display in a museum in Perth.

■ Royal Yacht's tour of Britain – page 15.

New masters

TWO KEY Royal Navy posts in Gibraltar have recently changed hands.

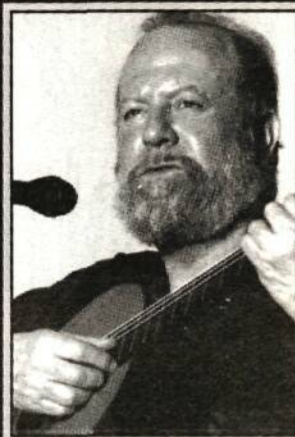
Lt Cdr Don Todd, who has served as Queen's Harbour Master for the past three years, has been posted back to the UK to work in the Directorate of Naval Reserves, where he will have responsibility for reservists in Northern England, Scotland and Northern Ireland.

His replacement is Lt Cdr Geoff Alexander, who has been Assistant Queen's Harbour Master and Executive Officer RN Gibraltar for six months, and has spent 14 of his 32 years service on the Rock.

"Gibraltar is a wonderfully warm and friendly place and my family and I are over the moon about being posted here again," said Lt Cdr Alexander, who is married to Lourdes, a Gibraltar, and has two sons, Jason (26) and Christian (23).

Lt Cdr Alexander's jobs have been taken over by Lt Cdr Kim Godfrey, who has spent the past two years at HMS Collingwood in Hampshire training Saudi mine hunters. Lt Cdr Godfrey's wife Charlotte and sons Harry (5) and Ben (3) will accompany him on his two-year tour of duty.

● New partnership – Lt Cdr Don Todd watches as Lt Cdrs Geoff Alexander and Kim Godfrey take over their new posts in Gibraltar. Picture: Cpl Kev Jones, RAF.



● Cyril Tawney.

Still singing of the sea 40 years on

FORMER submariner Cyril Tawney celebrates the 40th anniversary of his big break this year.

Cyril (67) was born into a lower-deck RN Gosport family – his father was in HMS Nottingham when it was sunk by U52 in 1916 and like many survivors ended up in Belfast, where he met the woman he married.

Cyril joined the Navy as an Artificer Apprentice in 1946, and his talents as a scriptwriter and singer quickly came to light – the First Lieutenant of T-class submarine HMS Tudor would not let Cyril, his electrical artificer, embark without his guitar.

In 1957 Cyril came to the attention of the BBC, and started a career in TV and radio – he was the only full-time serviceman to have his own nationally networked TV show.

He bought himself out of the Navy in 1959 to become a professional folk-singer, riding high during the 60s British Folksong Revival.

His songs were recorded by other artists – Pentangle performed *Sally Free and Easy*, for example – but his own preference has always been for traditional British songs, especially those connected with the sea.

Recently Cyril has restricted his public performances to concentrate on his specialist record label, Neptune Tapes, originally a companion project to his book *Grey Funnel Lines – Traditional Song and Verse of the RN 1900-1970* but now aimed at lovers of maritime songs in general.

Rocky's cake

A VISIT to HMS Cardiff ended in a surprise for Rocky Wilkins.

Rocky, secretary of the HMS Kelly Reunion Association, and shipmate Fred Lucas visited the destroyer because of its links with their ship. Kelly, under Capt Lord Louis Mountbatten, was senior ship of the Fifth Destroyer Squadron, as is HMS Cardiff today.

Rocky and Capt Hugh Edleston, Captain Fifth Destroyer Squadron, exchanged photographs and there was a tour of the ship, with time for some dit spinning in the POs' Mess.

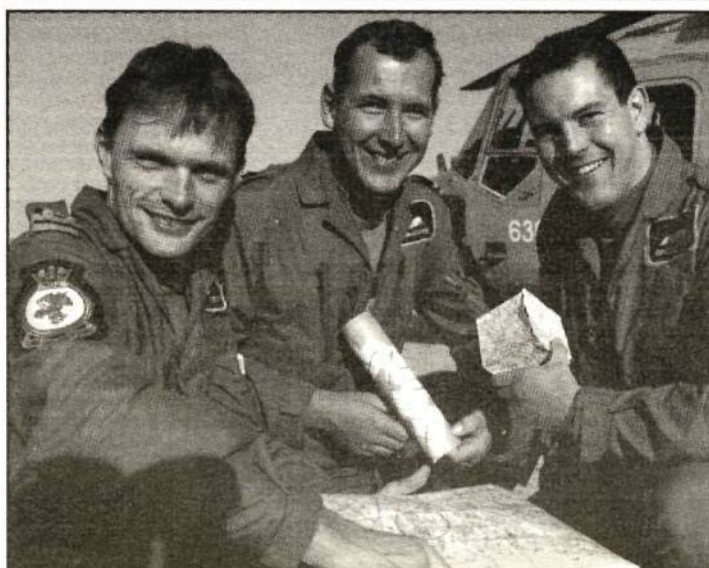
Then Rocky was asked to cut a special birthday cake, cooked by POCA Bungy Edwards, to celebrate Rocky's 84th birthday.

Five representatives from the squadron attended the Kelly Association's annual wreath-laying ceremony at the Mountbatten Memorial in London.



● Knife poised – Rocky Wilkins cuts his birthday cake, watched by POCA Bungy Edwards.

Aircrews take the honours



● Top trio – Lts Paul D'Arcy, Rod Skidmore and Greg Davison.

ROYAL Navy Lynx teams topped the table in an international Helimeet competition in the Netherlands.

Forming part of the celebrations to mark the 100,000th RNLN Lynx flying hour, and the 80th anniversary of the Dutch Fleet Air Arm, 7NL Squadron organised a number of events, including a flying skills competition.

The Dutch Lynx Squadron has strong ties with the Fleet Air Arm, and frequently works with 810 NAS out of RN air station Culdrose.

Testing aviation knowledge as well as flying skills, the ten participants had to tackle navigation tests, landing on the mock-up of a flight deck, and using the winch to negotiate a water-filled bucket round an obstacle course.

RNAS Portland sent three aircraft, while France and Germany were also represented.

And the Portland contingent, under the command of Lt Commander Neal Yates, Commanding Officer of 702 Squadron, took three of the top four places, while 810 Squadron also performed creditably.

Overall winners, from 702 Squadron, were Lts Paul D'Arcy, Rod Skidmore and Greg Davison, all experienced flying instructors.



People in the News



Rescue pilot's efforts marked

A NAVAL pilot's skill and endurance in a difficult rescue operation last December have been recognised with a special award.

Lt Tim Eldridge was first pilot and aircraft captain of the duty search and rescue (SAR) crew from 819 Naval Air Squadron, based at RN air station Prestwick, in Scotland.

At 7.40pm the SAR Sea King was scrambled to winch an injured fisherman from a ship 200 miles west of Donegal, in Ireland.

After a flight of 400 miles, including a refuelling, Lt Eldridge was faced with a ship under tow, pitching and rolling in exaggerated fashion in a heavy swell.

With only 30 minutes on task available, an aircrewman was winched down, followed by a stretcher.

One line parted, so a second was supplied, and the winch-wire attached to the stretcher.

Lt Eldridge manoeuvred his aircraft into position to recover the injured man, but as he approached the ship rolled heavily away, dragging stretcher and aircrewman across the deck, snagging the winch wire and parting a second guide line.

The pair were briefly swamped by the next wave crest, but Lt Eldridge snatched them from the pitching vessel and moved away to avoid the risk of them being struck by the superstructure.

After only 20 minutes the casualty and winchman were safely in the helicopter, and the Sea King had returned to base by 5.30am – nine hours after it was scrambled.

In the Commander-in-Chief's Commendation, Lt Eldridge is applauded for his "incisive leadership and the extraordinary skill he displayed throughout the planning and execution of this difficult mission, under extremely testing conditions."

His proficiency and determination were in the finest traditions of the Fleet Air Arm.

Lt Eldridge is currently working as a test pilot at the Naval Aircraft Repair Organisation at Fleetlands, Gosport in Hampshire.

System is developing nicely

A PILOT study which will help recognise military skills and competencies in the wider world is into its second phase.

A number of Portsmouth-based RN and RM personnel have undertaken training as nationally-accredited assessor/verifiers, and are now back with units with copies of the RN/RM Personal Development Record (PDR).

At this stage of the project, 120 people from six units are involved – 30 as assessor/verifiers and 90 actually using the PDR to record their Service training, skills and competencies.

The PDR should help RN

recruitment and retention, and assist in assessing training requirements and career development.

For the individual, the PDR will also help smooth the transition from Service to civilian life.

The first stage of the PDR project involved trialling it with a range of selected personnel, from leading hand to lieutenant commander.

Lt John Gerrell of the Institute of Naval Medicine, achieved management unit accreditation at NVQ level 5, while PO Wren Georgina Goldie, of HMS Dryad, and Leading Naval Nurse Karen Salt, of the Royal Hospital, Haslar, achieved NVQ level 3.

Accredited – Lt John Gerrell (INM, left), PO Wren Georgina Goldie (HMS Dryad) and Leading Naval Nurse Karen Salt (Royal Hospital, Haslar, right), receive their certificates from Commodore Barry Bryant.



WO Ron James.

Bravery award

A ROSYTH senior rating who helped a policeman in difficulties has been honoured for his bravery. WO Ron James, of HMS Caledonia, stepped in to assist a policeman who was being attacked by eight youths in January.

The gang had formed a semi-circle around the officer, so WO James covered his back and picked up his radio, which he had dropped, and called for help.

WO James received a certificate from Scottish Secretary Donald Dewar.

MBE for Wren

A LEADING Wren Steward who is head housekeeper at Chequers, the Prime Minister's country residence in Buckinghamshire, has been made an MBE in John Major's Resignation Honours List.

LWSTD Linda Lalley, based for administrative purposes at HMS Warrior at Northwood, has been at Chequers for 11 years, catering for three PMs – Baroness Thatcher, John Major and Tony Blair.

"They're all very different people," she told *Navy News*, "but they have all been very kind to me and the other members of staff."

"It's far busier at Chequers at present, because Mr Blair and his family use it far more than Mr Major, who tended to stay at his

private flat at No.10 Downing Street. I often worked there, valeting for him, shopping, cooking, cleaning and even waking him up with a cup of tea in the morning."

"I got on very well with him, but it was still a complete surprise to be made an MBE."

Linda was invested by the Queen at Buckingham Palace. "I'd met her before at Chequers when she was a guest there," said Linda.

"She asked me about my work and if I enjoyed it."

"I told her I did, very much, and talked about our earlier meeting."

"Afterwards, Mr Blair invited



LWSTD Linda Lalley.

my family and myself to visit No.10 where he treated them to a conducted tour."

Linda (35) joined the Royal Navy 18 years ago and previously served at the shore establishments HM ships Sultan, Collingwood and Raleigh. She has remained a leading rate mainly because she is a non sea-going Wren and wishes to remain at Chequers where she heads a ten-strong staff of RAF, Navy and civilian personnel.

She is due to leave the Service in three years time and is likely to continue at Chequers until then.

Repairs win medal

A MID-ATLANTIC repair on a nuclear submarine has earned a senior naval rating a prestigious medal.

HMS Trenchant was training when a defect occurred on one of her two main motor generators.

The defect would normally require the vessel to return to base for at least a week of repairs, because of severe space restrictions and disruption to other systems.

But CPOMEM(L) Hall used his previous

experience of working on large rotating machinery, with a bit of innovation, to devise a plan to dismantle the forward end of the unit, gaining enough access space.

He then led one of two teams which worked for three days replacing bearings, and spent some time supervising the other team, ensuring Trenchant remained on task.

Chief Hall is the first submariner to win the Worshipful Company of Engineers' rating's medal for some years.



Making connections – Brenda Lock.

'Valve' returns

A VISITOR came away from HMS Collingwood's museum with a very unusual souvenir.

Curator Lt Cdr Bill Legg presented Mr Brenda Lock with a glass valve, as used in wireless sets early in the century – and which figured prominently after Brenda's birth.

Brenda's father, James Mitchell, was serving in HMS Renown when the ship took part in a royal tour in 1927. Wireless valves, which featured two fragile "legs", were often transported to ships to replace breakages.

He arranged with a friend who worked at the Horsea Wireless Station to send a coded message after his wife gave birth – "Valve arrived intact" for a boy, "Valve arrived one leg broken" for a girl.

Brenda was affectionately known as "The Valve" thereafter, and her souvenir is to become a family heirloom.

She said she found the visit very emotional, especially sitting at a wireless set housing which was identical to the one her father would have used.

Naval outfitter expands



Fitting location – Louis Bernard sales assistant Roy Henderson measures up a contract suit fit for PO Hayes, watched by assistant manager Lynne Knott and general manager Glynn Jones.

NAVAL outfitters Louis Bernard have expanded their Portsmouth operation to include a "substantial" uniform department to cater for all ranks.

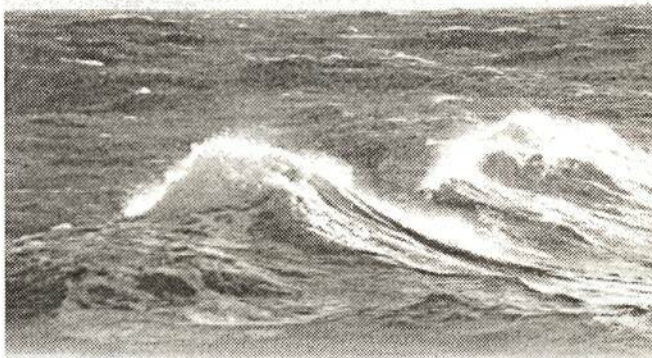
Louis Bernard, who believe they are probably the longest-established outfitters serving both the Royal Navy and Royal Marines, are sub-contracted by the Navy to ensure all chiefs and petty officers are correctly fitted, along with appropriate badges and medals.

With the refurbishment to their Portsmouth branch, in Queen Street, completed, the management team has been increased, bringing in new general manager Glynn Jones and assistant manager Lynne Knott, who between them have a wealth of experience in naval tailoring.

The chain has stores stretching from RM Condor in Arbroath and HMS Neptune in Faslane to RNAS Culdrose in Cornwall, with a further branch in Gibraltar.



1997 THE YEAR OF THE SEAFARER



YESTERDAY TODAY TOMORROW
OUR SURVIVAL DEPENDS ON OUR SEAFARERS

The Year of the Seafarer is the theme chosen by King George's Fund for Sailors (KGFS) for its 80th Anniversary Appeal. It is a timely reminder of how much we depend on the men and women who serve in the Royal Navy, the Merchant Navy and the Fishing Fleets providing our defences, our daily food, our goods and our leisure.

KGFS is the central fund for all nautical charities who help seafarers and their dependants when they hit their own rough seas. The 1996 grants totalled £2,736,736.

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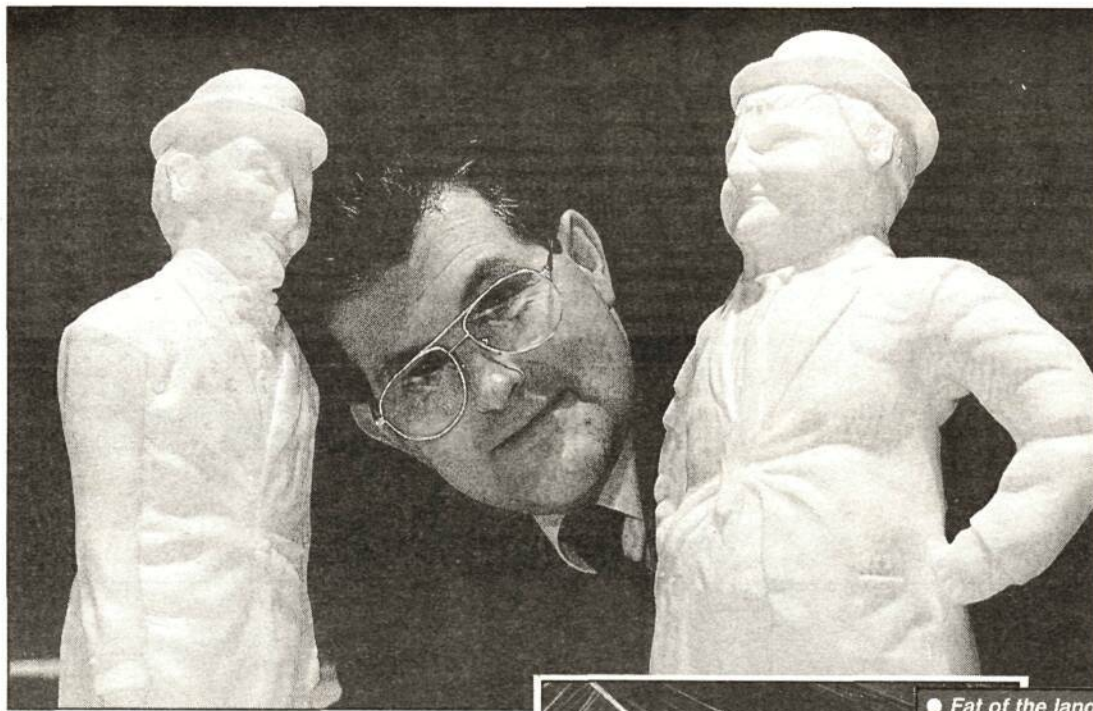
I would like to learn more about the work of KGFS ☐

I enclose my gift of £ towards the work of the Fund.

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YS97/NN



Blood, sweat, and souffle

THE ROYAL Marines swept all before them in the field – the field cookery contest, that is.

The four-man team from the RM Commando Logistics Unit struck the gold standard in the contest, beating teams from the Army School of Catering (silver), RAF Laarbruch (bronze), CTCRM (merit) and two others.

Housed in tents, using trestle tables and trailers, teams were given a list of ingredients from which to produce a four-course meal for ten. Menus were submitted by 9am, and the meal was served by 11.45, with scores given for taste, visual presentation, hygiene and organisation.

So what could you expect if you drop in to dinner with the Royals in the field?

If the men wielding the wooden spoons are Sgt Jimmy Mann, Sgt Kit Terry, Mne Pincher Martin and Mne Andrew Beu-Chambers, the menu might look something like their winning entry:

To Start:

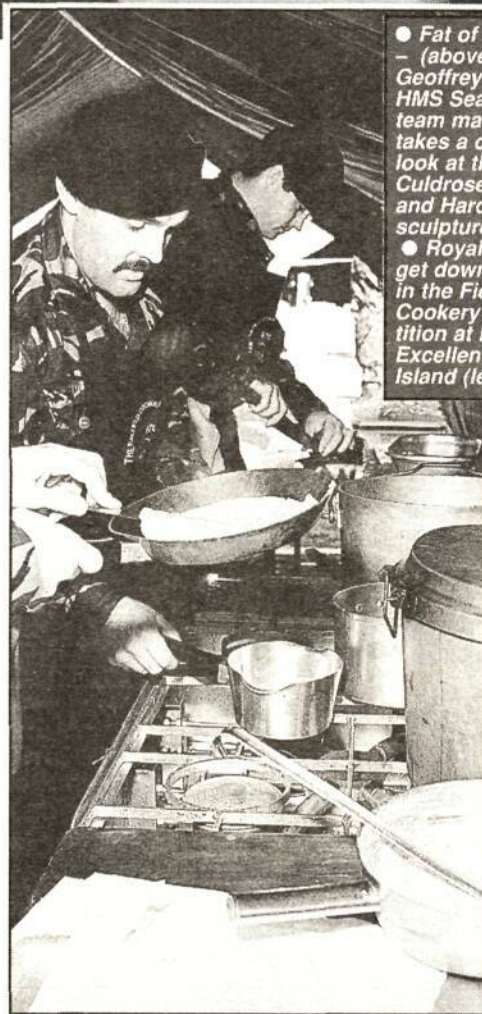
Vegetarian Crepes stuffed with Courgette and Tomato served on Pasta and accompanied by a Rich Tomato Sauce

For the Main Course:

Garlic-stuffed Pork Loin served with a Potato Cake and Roasted Vegetables and graced with a Cream and Mushroom Sauce

And for Dessert:

Lemon Souffle presented on an Apple and Sultana Confit and served with a Pancake dressed with a delicate Raspberry Sauce.



● Fat of the land – (above) WO Geoffrey Revill, HMS Seahawk's team manager, takes a close look at the Culdrose Laurel and Hardy fat sculpture.
● Royal Marines get down to work in the Field Cookery competition at HMS Excellent, Whale Island (left).

Cooking up a challenge

IF THE chefs were making a meal of Salon Culinaire 1997 they had good reason.

This year's event at HMS Nelson saw all three Armed Forces in competition for the first time – and when utensils were cast aside after the heat of battle the spoils of victory were shared.

Flt Sgt Marc Cornell (35), from RAF Coltishall, was crowned Armed Forces Chef of the Year, and the HMS Nelson's CH Simon Geldart (23) took the Young Chef title.

Completing the major honours, the Army School of Catering took the Armed Forces Culinary Champions team trophy.

As usual, the three-day event, which attracted around 300 competitors in 44 classes, featured a wide range of culinary arts.

Each day saw a series of live cookery contests, one day for each of the three services, and a range of static displays from the delicious to the unpalatable – into the latter category fell Works in Fat, a chance to create works of beauty from lumps of lard, with the RAF's steeplechasers pipping HMS Seahawk's Laurel and Hardy.

Salon Co-ordinator was Lt Cdr Tim Haley, whose retirement from the Navy happened to fall on the last day of the contest.

He said the combined competition reduced costs, and also made it easier to select a combined services team for culinary competitions.

"There are two sides to this; it has got to be good for morale of the branches, allowing them

to use their training to a very high standard, and at the same time these are skills which they use in their everyday tasks."

TV chef Brian Turner, of *Ready, Steady, Cook* fame, attended the final day of the Salon, which included the Navy's in-house competition – the largest of the three competitions.

"The standards here are ever-ascending and the section where each team has to cook and serve a three-course meal with wine and coffee is very impressive," he said.

Navy winners (*) and gold awards (+):
Table d'Honneur: *Graham Jones (Excellent), *Steve Alexander (RM), *LSTD Paul Dacre (Seahawk), *CPOCA Gary Hancock (Edinburgh); **RN Junior Chef of the Year and Armed Forces Young Chef of the Year:** *CH Simon Geldart (Nelson); **RN Senior Chef of the Year:** *Mne Mark Bellchambers (RM); **Best Senior Entry:** RN Team Open Buffet – WO Nick Vadis, WO Graham Wilkinson, CPOCA Al Baker-Green, CPOCA Nick Brown; **Senior Celebration Cake Sugar Paste:** *Mr Jones, HMS Excellent; **Live Junior Pasta (Novice Class):** *CH Smith (Sultan); **Senior Celebration Cake Royal Icing:** *Cpl Kevin Green (RM); **Senior Yeast Work:** *LCH Peter Ho (Dryad); **Senior Cold Buffet Platter, Meat/Poultry:** *CPOCA Gary Hancock (Edinburgh); **Senior Cold Buffet Platter, Game:** *CPOCA Fred Oatway (Warrior); **Live Junior Fish:** *CH Tony Smith (Sultan); **Open Team Buffet:** *RN team; **Live Senior Napkin Folding:** *Sam Laus (Nelson).

Get Wise on DCIs

YEAR 2000 KIT BRINGS TRAINING SHAKE-UP

Command Group to meet JF challenge

ADVANCES in equipment due to enter service from the year 2000 are bringing about "significant" changes in the training and branch structure of the Navy's communications technicians.

There is an increasing tactical role for the Communications Technician Branch and greater integration with the warfare command structure. CTs will need to be an effective part of the action information organisation.

A complete restructuring of training has also resulted from the loss of training facilities at the Communication Technician School at Leydene and the introduction of tri-Service training at the Defence Special Signals School, Chicksands.

Pay warning

An important career change was introduced on October 1 when advancement in the branch became aligned with artificer advancement. Sideways entrants are now rated Acting Leading CT on completion of training, and direct entrants are now employed as Operator Mechanics during CT Pt III training. Sub-specialisation as a linguist will take place later.

The changes could affect pay for Acting Leading rates who do not achieve all the necessary qualifications for confirmation in the LCT rate within a year of transferring to the branch – and for Scale A Leading rates whose pay rate will reduce to that of ALCT or LCT 12 months after transferring.

Think Chicksands for CT's training



'Quicksands, more like it... finding your way through all these changes!'

All Acting Leading rates and Leading rates who enter the branch must now sign a document confirming that they understand the CT regulations for advancement and promotion.

DCI RN 157/97

This regular feature gives general information about new Defence Council Instructions affecting conditions of service. If they apply to you, study the full, original text.

A COMMAND Group has been formed by C-in-C Fleet, Admiral Sir Michael Boyce, composed of senior officers eligible to be Joint Force Commanders.

The group comprises Commander UK Task Group (Rear Admiral Ian Forbes) who heads the primary battle staff; Flag Officer Surface Flotilla (Rear Admiral Peter Franklyn), head of the alternate battle staff; and specialist battle staffs headed by Commandant General Royal Marines (Maj Gen David Pennefather) and including Commander 3 Commando Brigade and Commander Amphibious Task Group (the title which replaces Commander Amphibious Warfare from December 1).

The Joint Force Commander will be supported by specialist component commanders whose tasks will give expert advice and help in campaign planning as well as controlling and co-ordinating their own forces.

The alternate battle group headed by FOSF would provide roulement and battle casualty replacement, and would allow more than one operation to be conducted at the same time. The specialist battle staffs will be available when needed.

The one-star battle commanders – the deputies to COMUK-TG and FOSF; Commander 3 Cdo Bde, and COMATG – are prospective one-star JFCs and are prime contenders to be component commanders in a two-star led joint operation.

Should COMUKTG be called upon to act as a Joint Force Commander, his deputy – currently Commodore Geoffrey Billson – will be maritime component commander afloat. DCI RN 121/97

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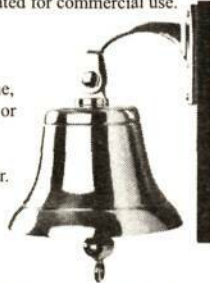
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F4 meets 007 at UCI for KGFS – or screen spy supports sailors

Plymouth shares in the action

DEVONPORT is not going to miss out the fun surrounding the launch of 007's latest adventure.

The Sixth Frigate Squadron also had a hand in filming, with their ship HMS Somerset being used for aerial shots.

Like the Portsmouth version, Plymouth's regional premier, at the Drake Odeon, will be raising funds for the King George's Fund for Sailors, the Royal Navy's central charity.

The World Charity Premiere, at the Odeon in Leicester Square, London, will benefit both the KGFS and the Foundation for the Study of Infant Deaths, and as well as the major stars, there are plans for Royal Marines abseilers to descend head-first down the cinema facade, with a funfair and Skytracker searchlights adding to the atmosphere.

Of the 31 regional premieres on December 10, 16 are supporting KGFS. They are:

Aberdeen (Virgin), Birmingham (Odeon), Bracknell (UCI), Bradford (Odeon), Bristol (Showcase), Edinburgh (Odeon), Glasgow (Odeon, The Quay), Hull (UCI), Liverpool (Odeon), Manchester (Odeon), Newcastle (Odeon), Nottingham (Showcase), Plymouth (Odeon), Portsmouth (UCI), Salisbury (Odeon) and York (Warner).

The KGFS was founded in 1917, and is the central fund for all nautical charities who look after the needs of seafarers and their families, be it disability, ill-health, homelessness, unemployment, broken homes or bereavement.

Training and education is also offered.

This year, for the 80th anniversary appeal, was designated Year of the Seafarer, and the Bond events and F4 carol service will help put the charity on target to raise a record £1,000,000 over the year.



Spy's girls

● Licensed to pose – HMS Nelson UPO Bond girls (from left) WWTR Rachel Twigg, WWTR Karen Moore, LWTR Sarah Beighton, and WWTR Clare Mayo. Lined up at the front are PTI Wayne O'Kell, lifeguards Rory Bowshell and Andy Sutton, AB Paul Lyons and Rev Mike Brotherton.

Picture: LA(PHOT) Richard Thompson.

FOUR members of HMS Nelson's Unit Personnel Office swapped uniform for evening wear on a special assignment with 007.

The RN Bond girls got together with smooth operators from HMS Collingwood and HMS Nelson, under the watchful eye of Fourth Frigate Squadron padre Mike Brotherton, at the *World of 007* exhibition in Portsmouth Historic Dockyard to announce the local premiere of the latest James Bond film, *Tomorrow Never Dies*.

The Fighting Fourth has taken a particularly close interest in the film as one of the squadron's ship's – HMS Westminster – fea-



tures in the film as two fictional warships, one of which is sunk with all hands in the waters of south-east Asia.

Members of the ship's company also took minor roles during filming, early this year.

Filming also took place in operations room simulators at the School of Maritime Operations, HMS Dryad, Southwick.

Tomorrow Never Dies stars Pierce Brosnan in his second outing as Ian Fleming's super agent, attempting to counter the threat posed by warmongering media mogul Jonathan Pryce.

The world premier of the film takes place in London on December 9, with 31 regional premieres being staged the following night.

The film goes on general UK release on December 12.

"We will have about 300 people – Fourth Frigate Squadron, Dryad, Navy and friends – at the show," said Revd Brotherton.

"We hope to have several people dressing as Bond on the night – we should have four or five Bonds, and four of five girls from the dental department as Bond girls, and we hope to raise about £3,000."

One star of the show will be missing on the big night, however.

HMS Westminster is currently on Armilla patrol in the Gulf, and will not be back in the UK until after the premieres.



● Watching and waiting – a tense moment in the operations room for the ship's company. Picture: Keith Hamshire/Eon Productions.

Fighting Fourth on Warrior

FROM Cold War warrior to old Warrior – members of the Fourth Frigate Squadron are determined to make an impact this month.

Not content with a significant role in the filming of *Tomorrow Never Dies*, in which former Cold War hero 007 battles for British

interests, the squadron is holding a high-profile carol service on board HMS Warrior 1860 in Portsmouth's Historic Dockyard.

The service, like half the Bond premieres, will be in aid of the King George's Fund for Sailors, and is believed to be the first of its kind held in Warrior since she was restored in Hartlepool and moored

in Portsmouth Harbour.

Music for the "sailors' carol service" will be supplied by the volunteer band of HMS Collingwood, Fareham, while Band Colour Sergeant Evans from HMS Nelson will be providing two Royal Marines buglers.

Refreshments will be served in the Cable Deck after the service.



● Pierce Brosnan as Bond. Pic: Keith Hamshire/Eon Productions.

007 returns to RN roots

THE LATEST Bond adventure marks a return to the spy's Naval roots.

Author Ian Fleming, a wartime Commander in the Royal Naval Volunteer Reserve, gave his fictional creation the same rank.

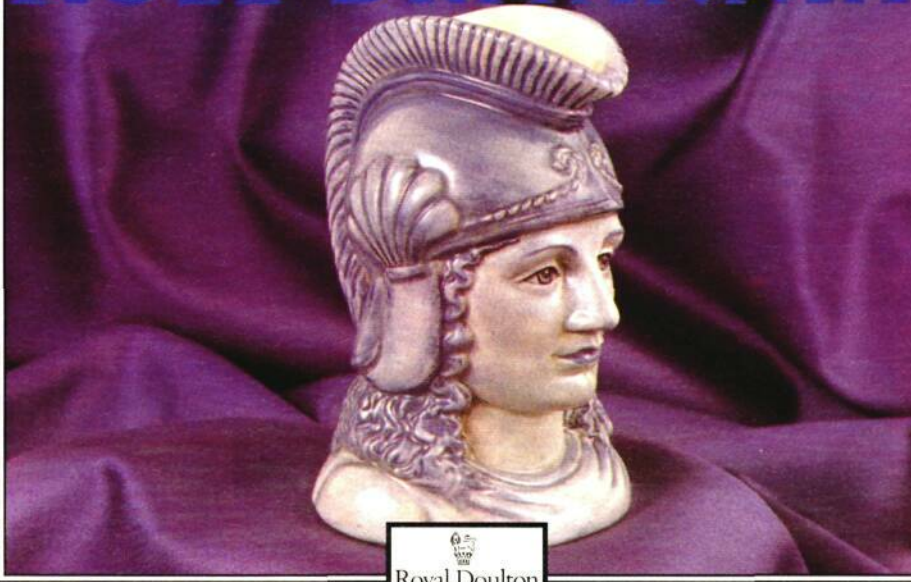
In his transition to celluloid, Bond slipped into the regular Royal Navy, with both Sean Connery and Roger Moore appearing in Commander's uniform.

Several films, notably *You Only Live Twice* and *The Spy Who Loved Me*, called on the Royal Navy to lend authentic backdrops to the story.

Now the Navy has returned to prominence – and Brosnan's uniform has already winged its way to the *World of 007* exhibition, currently in Portsmouth until January 11.

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TAKING YOU THROUGH THE NEW YEAR BY LAND AND SEA AND AIR

Aircraft carrier invests in its most precious resource – people

Adding to Divisions

HMS INVINCIBLE is investing in people – while adding to the strengths of the navy's traditional Divisional system.

A year ago the carrier accepted the challenge of gaining Investors In People (IIP) accreditation by next month.

The process applies national standards to the training and development of individuals, with the aim of improving an organisation's competitiveness – in the case of a warship, its operational capability.

The IIP standard is based on four principles:

- A top-down commitment to train and develop people to achieve the organisation's objectives;
- Regular review and planning of training and development needs;
- Action to implement personnel training and development on joining and throughout careers;

■ Evaluation of the investment in training and development to assess achievement and requirements.

All these elements are present in the Navy, which prides itself on good communication and training, and the divisional and existing training system were seen as ideal vehicles for taking on the IIP project without the need for additional bureaucracy.

What IIP did add was more structure to the divisional system, act as a catalyst for tightening up existing procedures, and bring a crucial alignment of effort with the ship's core aims and objectives.

These objectives were identified in an HMS Invincible ship's plan, stating in plain language the basis for aligning all training to achievement of the ship's objectives.

Other benefits to have emerged from the IIP initiative are:

- The reaffirmation of the role of the divisional officer and divisional system, with a locally-produced annex to the divisional officers' handbook, bringing in the strengths of the IIP system.

- The development of a precise ship's plan, integrating whole ship, team and individual training to coincide with the ship's objectives.

- Further development of induction procedures for new joiners.

- The encouragement of innovative thinking, including liaison at departmental level with local colleges to arrange National Vocational Qualifications (NVQs).

The IIP principles have been applied throughout the ship, from stores and catering to the Warfare Department – where the impact of IIP is at its greatest, as manpower is divided between two departments and the training remit has shifted markedly from shore- to ship-based.

□ Invincible out west – page 19.



Scanning for opportunities

POWEA Quinby is an excellent example of the Royal Navy's commitment to training and personal development.

As Invincible's 909 Radar operator and maintainer, she receives in-service training on board which counts towards a BTEC HNC. In addition, she is co-ordinating the ship's bid for places on basic and intermediate information technology courses run at HMS Nelson with the aim of enhancing IT skills across the ship.

Beside POWEA Quinby, to gain from her experience and skills, is OM Oxlade from the ship's Warfare Department.

Benefits in store

ALTHOUGH from different stores departments, LSA Gary Davison (814 Naval Air Squadron) and WSA Suzy Green (Invincible) are examples of the benefits of IIP implementation.

Both understand their role within their organisations, and how with continued training they can improve their contribution to objectives, including ensuring logistic stores support is maintained at a high level.

Most recently, in-service training received on Invincible has allowed them both to master the Work Recording and Asset Management system (WRAM), set to become a crucial tool in support of naval aircraft.



Winning recipe

Chef Taff Mundy encapsulates the IIP training rationale – training for professional advancement, to improve his skills, and to enable him to function more effectively in his whole ship role.

His professional progress is regularly monitored through coaching sessions with departmental senior rates and evaluated with phase tests.

Passes in written and practical PPEs will be followed by a three-week course at HMS Raleigh.

At action stations, Taff acts as an Incident Board Operator, recording and passing information up the command chain.

Initial classroom training was supplemented with on-board Nuclear, Biological and Chemical Defence training exercises.

As a result of all this carefully-planned, implemented and evaluated training, Taff is making a major contribution to the ship's objectives.



● Under the knife – STD Harvell in the operating theatre.

Operational requirement

WHEN HMS Invincible left for the Western Atlantic, STD Harvell did not suspect there may be another meaning to the phrase 'operational deployment'.

But STD Harvell (20) was the man at the sharp end of the operation when he was admitted to the carrier's sick bay with suspected acute appendicitis.

His condition deteriorated, and he underwent an emergency appendectomy, carried out by

the medical team, including Surg Cdr Anthony Mugridge, Surg Lt Cdr Adrian Mellor and Surg Lt Cdr Sarah Howe.

Thanks to the fully-equipped operating theatre and full medical support, STD Harvell was back to light duties after only three days in the sickbay, and the ship's trials programme was not affected.

The team also dealt with casualties from HMS Iron Duke and HMS Triumph.

Invincible features in magazine

CHRISTMAS Royal Navy-style gets an airing in the December issue of *The Field*.

In a feature headed 'All at sea on Christmas Day', Capt Roy Clare, Commanding Officer of HMS Invincible, talks of the way an operational warship would approach the festive season, and Senior Service traditions.

With his ship's company currently unsure of where they will be at Christmas, the words of Capt Clare have a certain poignancy, particularly when he talks of the "curiosity [of] standing on the upper deck in somewhere like Mombasa or Singapore, singing 'Deep and crisp and even...' with the sun beating down."

The article also notes that the ship's company of more than 1,000 gets through three-quarters of a ton of food a day – but that Christmas is the one meal where the food cannot run out.

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The Gang Plank Club

Captain's Christmas cracker jokes

CAPTAIN'S FAVOURITE: What do you get when you cross a snowman with a vampire? Frostbite!

TECHNOCAT'S FAVOURITE: What do you call a cat on the beach at Christmas time? Sandy Claws!

And from Stuart Crawford (8) from Walmley, who receives a signed Gladiator Wallet.

What did the traffic light say to the lorry? Don't look now, I'm changing!

What do you get if you cross a kangaroo and a

sheep? A woolly jumper!

What do you call 50 tennis players in a phone box? Squash!

Big thanks to Stuart for his jokes - from the Gang Plank Club.

TOP GREEN TIP

DON'T FORGET, shipmates, a tree is for life not just for Christmas.

You can give a great gift to the environment by choosing the right kind of tree this Christmas. Choose a tree with roots and you can plant it in a pot or in the garden and next year you'll have a tree for free!

If your tree didn't have a root, then take it along to your local recycling centre and they will shred it and the bark it produces can be used by gardeners.



STOCKING FILLERS

HIP HIP Hooray! It's nearly Christmas and the Gang Plank Club has already hung up our empty stockings!

All we need now is some fantastic pressies to fill them. Here's what our Gang Plank shopping experts came up with:

BOOKS:

'Matilda' by Roald Dahl or 'Sheep-Pig' by Dick King-Smith

GAMES:

Jurassic Park from Game Boy, Golden Eye from Nintendo 64

JUST FOR FUN:

Magic Plastic, bath submarines, or a spud gun



LAPLAND AHOY SHIPMATES! We've finally arrived in Santa's world and we just can't wait to see Santa, Mrs Claus and the Elves.

The Gang Plank team have been really busy on our voyage and we've got a fantastic fun packed Lapland Christmas special page just for you. Your letters from Santa are safely on board and we'll be loading all the sacks onto the sleighs as soon as we dock in Lapland.

Thanks for all your fantastic jokes, I laughed so much I nearly fell overboard! We've got a few more rib-ticklers for you so hold on to your rigging me hearties and enjoy our Lapland Special - and don't forget to our fun Christmas Quiz!

DECEMBER BIRTHDAYS

Captain Plank and everyone at the Gang Plank Club send best wishes for a really special birthday to: Nicholas Fletcher (2nd) Stephen Dooley (5th) Tom Burns (5th) Harriet Russell (7th) Joanna Maber (9th) Adam Bicknell (11th) Max Powley (21st) and Nicola Burrowes (28th) and very special Boxing Day greetings to Steven Gellert (26th) and Miss Hellowell (26th)

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 Send your completed form, together with postal order/cheque for £3.25, to: Captain Plank's Club, Navy News, HMS Nelson, Portsmouth PO1 3HH. If you would like any further information before applying, call 01705 826040 or 01705 733558 (24-hour ansaphone)

QUIZ ANSWERS

1. Gold, Frankincense and Myrrh
2. St Stephen's Day
3. Rudolf
4. The Queen's dog
5. Partridge
6. Husky dog



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Christmas Quiz

1. What gifts did the wise men bring Jesus?
2. What is another name for Boxing Day?
3. What is Father Christmas's red-nosed reindeer called?
4. Which famous person makes a speech on Christmas Day?
5. In the song, what bird is 'in a pear tree'?
6. In Lapland, what kind of dog usually pulls a sled?

Answers under Captain Plank

SURFING WITH TECHNO CAT

TECHNO CAT has been having great fun in Cyberspace again and this month he really is a cat who's got the cream because he has discovered loads of new and exciting pages on the Internet.

His top techno tip this month is to just type **KIDS AND CHRISTMAS** for a festive feast of sites and cool Crimbo pages to surf. Techo Cat is purring with delight because he's learned from the net how to say his Christmas Greetings in over 70 languages. Here are a few for you to try:

GREEK: Kala Christouyenna **ICELANDIC:** Gledileg Jol
KOREAN: Sung Tan Chuk Ha **NORWEGIAN:** God Jul
ITALIAN: Buone feste Natalizie **CAT SPEAK:** Merry miaow miaow purr purr!

Paws note: Before you go on the net always get permission from the person who pays the telephone bill.



BEETLEBOG WINNERS

Congratulations to the winners of September's Gang Plank Colouring Competition.

We asked you to colour in one of the Ban Dai mighty action hero Beetleborgs and the standard was very high.

It was a tough decision but we all agree the talented winners are: Daniel Shaw (7) from Oldham, Rupert Binch (5) from Westcliff-on-Sea, Patrick Fry (6) from Bristol and Simon Close (6) from Radcliffe.

This feature is sponsored by

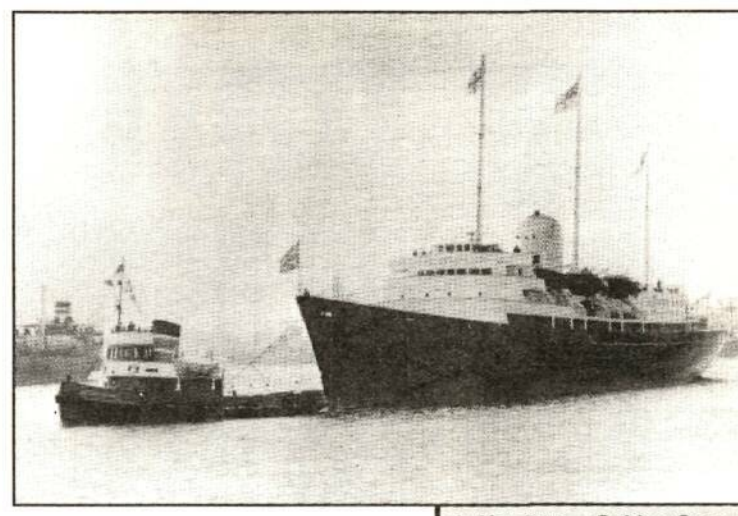
LOCKHEED MARTIN





● **London landmarks –** Britannia is framed by Tower Bridge just after her arrival in the capital for her last official visit. The Royal Yacht has been moored adjacent to the Tower of London and HMS Belfast for a series of official functions featuring members of the Royal Family and senior defence staff. As Navy News went to press, the Yacht was due to slip her moorings and head down river to the accompaniment of music and fireworks as she started the final leg of her five-week tour of the country.

Picture: LA(PHOT) Slinger Wood.



● **Heydays –** Golden Cross on duty for the Royal Yacht in June 1956.

Tug takes the lead

AN HISTORIC tug which set Britannia on her way for the Queen's first official overseas visit from an English port had the honour of leading Britannia into London.

Golden Cross was the most powerful and agile tug of her size in the world when she was built on the Clyde in 1955 – a year after Britannia's commissioning.

She was duty tug when the Yacht left Middlesbrough in 1956 for her state visit to Sweden.

After a career which saw her save 18 ships, three oil rigs and more than 300 lives as a stand-by rescue tug, as well as assisting some of the largest naval warships and passenger liners of the day, she was sold for scrap.

But Stuart White, an ex Royal Australian Navy man, found her at Pound's yard in Portsmouth last year, and thought her worth saving.

Complete restoration will cost around £250,000, but with her rare Crossley four-cylinder two-stroke diesel engine, pioneering gear-box and ground-breaking direct-control telegraph from bridge to main engine, she has already aroused much interest around Britain.

Golden Cross is also due to lead the Yacht back down the Thames on her departure from London.

Then there were 8

PLYMOUTH has re-entered the frame to provide a future for Britannia after decommissioning.

The DML-backed proposal, a £50m bid to rebuild the Yacht to modern standards, joins plans from Glasgow, Portsmouth, Edinburgh, Greenwich, Docklands, the Pool of London and the Manchester Ship Canal, which are being considered by the Ministry of Defence.



Yacht pulls crowds on final tour

THE FINAL weeks of the Royal Yacht's commission has become a nostalgic tour of landmarks from her life, attracting crowds estimated at more than a million in total.

Leaving her home port of Portsmouth, the Yacht called at Devonport, Cardiff, Belfast and Liverpool, accompanied by escort ship HMS Richmond from Cardiff onwards.

A four-day visit to Glasgow at the end of October brought her back to the Clyde, where she passed her place of birth – John Brown Shipbuilders, where she was launched 44 years ago.

As with other port visits, her stay in Glasgow brought opportunities for children to look over one of the last steam-driven ships in the Royal Navy – much of her machinery is original, and its immaculate condition is regarded by those on the Yacht as a testament to the best of British engineering.

Visitors from TS Attacker and TS Gannet, the Sea cadet units at Largs and Ardrossan, were particularly lucky, enjoying a surprise meeting with the Princess Royal.

Britannia had a final training role to fulfil while in Scottish waters, acting as the "high value unit" during Joint Maritime Course 973.

The Royal Navy joined with warships from Germany, the Netherlands and

Belgium in an exercise which required the Yacht to be led through a safe channel in an exercise minefield and then protected against air and submarine attacks.

Then it was back to royal duties, with calls at Aberdeen and Newcastle, where HMS Manchester relieved Richmond, before her stately arrival in London.

The Yacht was accompanied by a flotilla of working boats and pleasure craft as she was assisted up the Thames as far as Wapping, where she was turned and towed under Tower Bridge stern first – there was insufficient room upstream of the bridge.

Her progress up-river drew thousands of watchers – and the Trafalgar Tavern at Greenwich, close to the RN College, managed a live, amplified version of *Rule Britannia* accompanied by fireworks.

Britannia was moored mid-river close to the Tower of London where she hosted a series of official functions.

□ As Navy News went to press, four sailors in a motor launch from HM Y Britannia saved a 25-year-old man who jumped from Tower Bridge.

The RN Philatelic Society is to issue a limited edition of commemorative covers, ranging from £6 to £11, to mark the paying off of Britannia. Details from 01705 291259.

● **Clyde steamer –** Britannia sails up the river to Glasgow, followed by Type 23 frigate HMS Richmond.

Busy Richmond and Manchester-upon-Tyne

TWO NAVY warships and an RFA tanker have escorted the Royal Yacht on the various stages of her British tour.

Although Britannia was not open to the public, HMS Richmond – which accompanied her as far as Aberdeen – and HMS Manchester, which stepped in from Newcastle, took the chance to publicise the modern Royal Navy.

Type 23 frigate HMS Richmond joined the Yacht at Cardiff, and was surprised by the number of people who wanted to climb on board at each stop.

"In Belfast we had about 3,000 people visiting us in one day," said Richmond's public relations officer, Lt Cdr John Sennitt.

"They were very warm, very receptive to us, as were all the people we met during our visits.

"Everywhere we went we held careers forums, with local careers officers, and we had potential officer candidates and Sea cadet Corps visits as well."

Another particularly busy visit was Glasgow, when 4,000 people passed through the ship during two days. The ship's company also visited sick and disabled ex-servicemen at the Erskine Hospital.

HMS Manchester had the honour of being the last escort warship for the Yacht, berthing astern of Britannia in the centre of Newcastle but staying further downstream in London.

The Royal Fleet Auxiliary fleet support tanker Brambleleaf attended the Yacht during her entire circuit of Britain.



● **Yacht on the Tyne –** Britannia and consort HMS Manchester are pictured in Newcastle, with the city's famous bridge lit up in the background.



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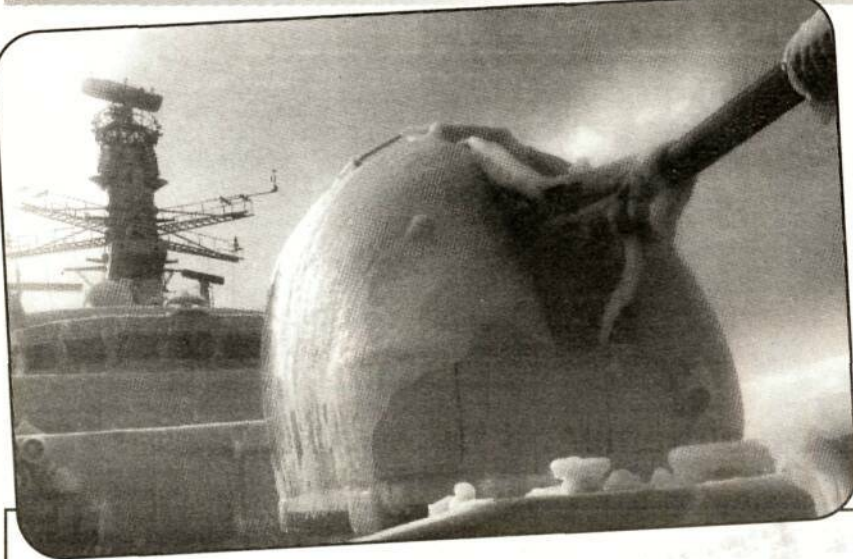
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Icy patrol for Somerset



WHILE Britons were basking in summer sunshine, the ship's company of HMS Somerset were experiencing life in the freezer.

The Type 23 frigate has just returned to Devonport after her spell as South Atlantic Guardship.

In addition to patrolling the waters around the Falklands, Somerset made two trips to South Georgia – 1,800 miles each time.

As well as resupplying stores and exchanging troops for the 21-strong garrison at King Edward Point at Grytviken, the frigate took two personnel from the British Antarctic

Survey, who are starting a two-year tour on Bird Island, 75 miles east of Grytviken.

While at Grytviken the ship's company made the most of good tobogganing conditions, and did some walking around the disused whaling station.

On one return leg to the Falklands the ship encountered icebergs and severe weather conditions.

Her return to the UK took her round Cape Horn to Chile and Guatemala, then through the Panama Canal and into Fort Lauderdale in the United States. Her final port of call was Nassau in the Bahamas.

- Somerset's 4.5in gun gathers ice (left) while PO Neil Beresford and LS 'Rattler' Morgan seek sanctuary from the Antarctic cold (right).
- Below: HMS Somerset off South Georgia.

Pictures: Cpl Jackson (RAF).



Services tested in Falklands

BRITISH forces in the Falklands have undertaken the largest joint-Service live-firing exercise seen on the islands.

Centred on Falkland Sound, Second Creek and the Onion Ranges, it included a sea move to the San Carlos area.

The exercise, code-named Purple Strike, included some 1,800 personnel, and began with troops being conveyed to West Falkland by helicopters and landing craft.

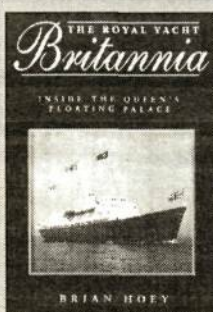
They mounted assaults on enemy positions, supported by machine-guns and mortars, with Tornados carrying out strafing runs.

Purple Strike is traditionally the culmination of the Reinforced Infantry Company (Waterloo Company, First Battalion The Duke of Wellington's Regiment, West Riding) deployment to the South Atlantic.

But this year was the first time since 1982 that naval gunfire – starshell and high explosive – was used in support of the Infantry.

The gunfire was supplied by HMS Somerset, shortly before she finished her tour of duty.

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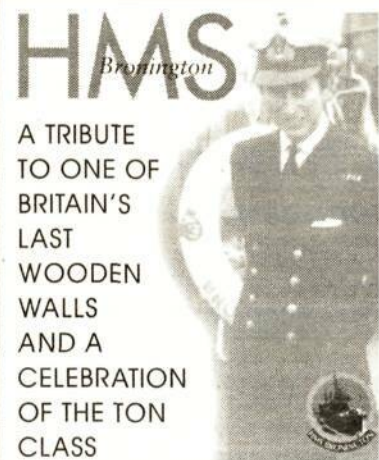
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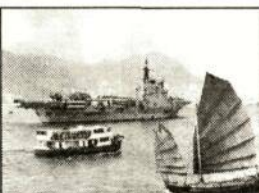


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Navy reflects on diversity

THE ROYAL Navy has congratulated the Impact Journal for its promotion of equality of opportunity.

And the Navy's short-listing for an Equality Innovation award prompted the service's personnel

supremo to reflect on the enlightenment shown in Nelson's day.

Although the Navy did not win at the British Diversity Awards, Second Sea Lord and Chief of Naval Personnel Admiral Sir John Brigstocke said they were proud to have been associated with the scheme.

At a ceremony held in the presence of Chief Emek Anayouki, Secretary General of the British Commonwealth, Admiral Brigstocke said: "New Impact Journal is to be congratulated for its work to promote diversity as a priority, through these prestigious awards."

"The Royal Navy is proud to have been shortlisted for an award, as living proof of our commitment to offer equal opportunities to all our people, of whatever race, religion or gender."

"Admiral Lord Nelson's ships of the line at Trafalgar were manned with men of many colours and creeds, and we are quite certain

ships' companies of the future, showing the same diversity, will meet with equal success."

The British Diversity Awards, now in their third year, attract high-quality entries and are regarded as the most prestigious of their kind.

This year's nomination follows the adoption of an equal opportunities package which embraces training and education for all personnel, as well as Navy-wide monitoring of recruitment and retention of those from ethnic minorities.

The Royal Navy's Ethnic Minorities Liaison Officer, Cdr Keith Manchanda, said: "Serving Ethnic Minorities are confident equal opportunities policies and procedures are firmly in place."

"Progress for all personnel in the Navy is on merit and merit alone, irrespective of race, colour, or creed."

Seamen rescued

A ROYAL Navy frigate has rescued four fishermen from their sinking boat.

HMS Marlborough intercepted a Mayday call from Peterhead-registered fishing boat Sharona 15 miles off the island of Barra, in the Hebridean Sea.

The rescue operation was co-ordinated by the Oban Coastguard and the frigate's sea boats – led by Oban-born LS Stuart Allister – were first on the scene.

Sharona's skipper, his 17-year-old son and the other two crewmen were taken aboard the Type 23 frigate while CPO Dave Sadler transferred to the sinking boat to assess the damage.

Pumps from the frigate, along with other equipment flown out by Stornoway search and rescue helicopter and Barra lifeboat, kept Sharona afloat as she was towed to safety by a local fishing boat.

Rab Taylor, Coastguard Deputy District Controller at Oban, described it as a "text-book rescue, with Coastguard, RNLI, the Royal Navy and fishermen all acting together to achieve that outcome."

Talks break down

THE POSSIBILITY of industrial action by members of the Royal Fleet Auxiliary has come a step nearer after pay talks broke down between RFA officials and union representatives.

The employers are required by Government policy to insist that next April's round of pay increases cannot go ahead unless the crews accept performance related pay – something they are unwilling to do.

In March, a ballot organised by the crews' union – the National Union of Rail,

Maritime and Transport Workers (RMT) – resulted in a 95 per cent vote against performance pay.

The ballot on industrial action, involving 1,200 RFA crews in 21 support ships, is expected to take at least eight weeks. The RMT says that industrial action, if approved, would be designed to prevent RFA ships sailing from ports world-wide, but would not involve vessels in areas of hostility or where humanitarian aid is being carried out.

In the meantime both sides have said that they are hoping agreement can be reached through renewed talks.



In brief

HMS LANCASTER raised enough money to buy and train a Guide Dog for the Blind.

The labrador has been named after the ship and has become an honorary member of Lancaster's blind pilotage team.

Guide Dogs for the Blind charity worker Derek Thorpe took 'Lancaster' to meet the ship's company and was presented with a cheque for £1,750.



● 819 Squadron's CPO Ian Strachan (above) was winched down from a Sea King helicopter to deliver a cheque for £1,700 to the Malcolm Sargeant House at Ayr. The money was raised by the detachment on RFA Fort George during the Far Eastern deployment, Ocean Wave.

ROYAL Marines in Plymouth helped to raise £7,500 for the Macmillan Nurses Appeal.

They were in charge of a sponsored abseil which saw dozens of volunteers descending 188ft from the roof of Chichester House.

Among the volunteers was 73-year-old former Commando Douglas Gooding.

A TEAM of hikers from HMS Forest Moor back-packed 190 miles from the East to West Coast of England in aid of Harrogate Children's Hospital. LPT Tom O'Malley, PO Mick Wicker, LSTD Jim Sheard, POWEM Shina Wright, AB Gary Phillips, Lt Graham Wooding, Lt Martin Johnston and Trish Parker were backed up by WCK Paula Bold, who acted as chef and driver. The group triumphed over the mountainous terrain and numerous difficulties to complete the journey from Robin Hood Bay to St Bees in 7 days 7 hours, raising £500 for the hospital.

FIVE men from HMS Ark Royal raised almost £600 for leukaemia research with a marathon cycle ride in Southend.

MSA Drew Dickinson, LWEM Pricky Price, CPOSA Terry Gooding, MEM Taff Bowen and MEM Taff Midwinter proved more than a match for the 26-mile course, but said they preferred to remain standing on completion!

THE VOLUNTEER Band at HMS Collingwood is holding a Christmas concert to raise money for two local children's charities.

The Rainbow Centre in Fareham helps youngsters with cerebral palsy and the Children Say charity provides deaf children with education and specialist training.

The concert will be held in the establishment's theatre at 2000 on December 15. Free tickets are available by calling the bandmaster on 01329 332615. There will be a collection on the night.

Nautical auction raises £72,000

AN AUCTION of nautical antiques in Portsmouth raised more than £72,000 for King George's Fund for Sailors.

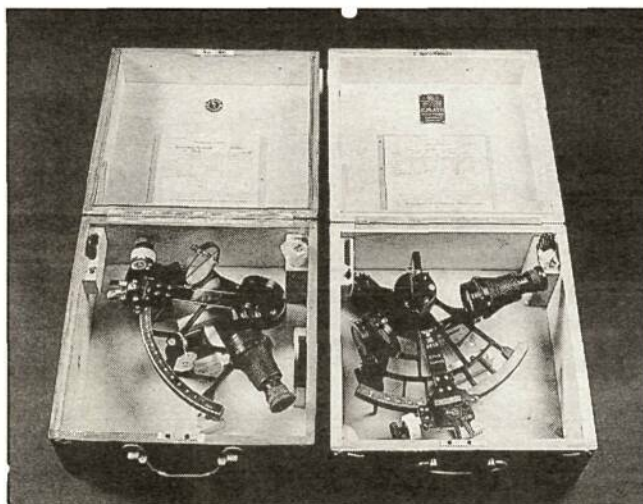
The event, at the Boathouse in Portsmouth Historic Dockyard, was heavily supported by staff from HMS Nelson and saw scores of unusual items changing hands.

A pair of fins used by Liberal Democrat leader Paddy Ashdown in his Royal Marine days was among the more unusual lots which helped to attract widespread publicity for the event, but they went for just £30.

A paddle used by Diana, Princess of Wales, to stir a Christmas pudding during a visit to HMS Rothesay, went for £1,500, but the highest bids were for historical instruments.

Best-sellers

A clock from Dungeness Lighthouse fetched the top price of £2,100 and a 3in brass telescope sold for £1,100. Other best-sellers were a silver casket from the launch of HMS Tiger in 1913 (£2,000)



● Nautical instruments, such as this pair of German-made sextants, attracted some of the highest prices at the KGFS auction.

and a Georgian Naval officer's dirk which went for £1,250.

HMS Nelson's Lt Derek Hall and POs Ronnie Barker, Charlie Chase and Brad Smith put in months of work, collecting items from all over the country, researching their history, writing the auction catalogue and setting up the boathouse.

Capt Chris Walker from KGFS said: "We are absolutely

delighted with the result. We thought we might raise up to £50,000 but the prices on the day were much higher than we expected."

"The staff at HMS Nelson couldn't have done more for us, they were absolutely marvellous."

The event was so successful that KGFS are already considering another auction in the year 2000.

Medic takes team to Nepal

AN EXPEDITION to Nepal inspired by a Navy medic is changing the lives of 22,000 people in a remote region of the mountain kingdom.

More than 30 Service personnel and civilians spent a month in Nepal to complete work on a medical centre in the Tarai region.

When fully operational, the medical centre will spare the sick and injured a bone-breaking eight-hour truck ride for treatment at the nearest hospital.

The project was organised by POMA Kevin Shore (36) from RN Hospital Gibraltar, whose parents first alerted him to the plight of the villagers after travelling in the region.

He and his supporters raised enough money for the centre to be built and took their specialist, medical, electrical and building skills to install equipment and plumb and wire the building last month.

Car boot sales, discos, raffles and private and company donations helped Kevin to raise over £13,000 to build and fit out the medical centre which will eventually be staffed by a doctor, health assistant and a nurse.

They will be able to help villagers with everything from general health problems, leprosy, tuberculosis, child care, and maternity cases, but Kevin still faces the task of raising £6,357 a year to pay their wages, and welcomes donations from any source.

Other RN members of the expedition were CPO Gavin Bennet, LNN Sarah Semark-Julian, CY Steve Cope, LNN Kate Proctor, CPO Frank Ryle, LNN Kevin Charlton, PORN Bernie McCarthy, CPO Graham Downes and CPO Kevin Baker.

During their time in Nepal, the expedition split into two groups to give the volunteers a chance to

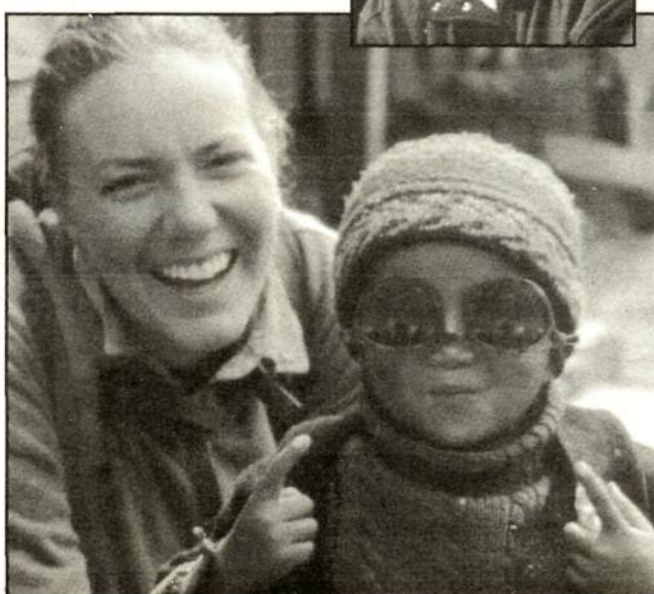


● Above: The team at work on the new medical centre.

● Right: Expedition organiser POMA Kevin Shore.

● Below: a local youngster tries his first pair of sunglasses for size.

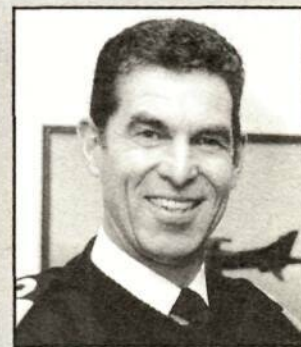
explore the breath-taking Himalayan terrain, with some members reaching altitudes of over 17,000ft.



HEART OF GOLD

RNAS YEOVILTON'S Commodore Scott Lidbetter (right) has been awarded a 'Golden Heart' by the Variety Club of Great Britain.

The award recognises the generosity of the station's personnel and the hard work of storeman Les Long who organises an appeal every year, helping the Club's Yeovil Branch to raise £40,000 since 1993.



900 miles in nine days

THREE senior rates took just nine days to cycle 900 miles from John O'Groats to Land's End to raise cash for the Motor Neurone Disease Association.

CPOs Chris Newton and Nigel Gibbs from Deveonport and CRS Trevor Blagg (FOSM) averaged over 100 miles a day, fuelled by Ginsters Pasties and with back-up from their driver, LWEM Animal Maule, also from Devonport.

They were put up on the way by units of the Sea Cadets, Royal Marines, RNR and the TA, and raised over £1,200 through their efforts.



● The team celebrate with a bottle of champagne after cycling 900 miles from John O'Groats to Land's End in just nine days.

WELCOME ASHORE!

The Royal Alfred was established in 1865 to alleviate distress among seafarers, both serving and retired, and their widows.

Today, the Society provides full nursing care, as well as residential and sheltered accommodation, at establishments in rural Surrey and in Eastbourne. Convalescent and respite care is also available.

For further information, including the availability of accommodation, please contact the General Secretary.

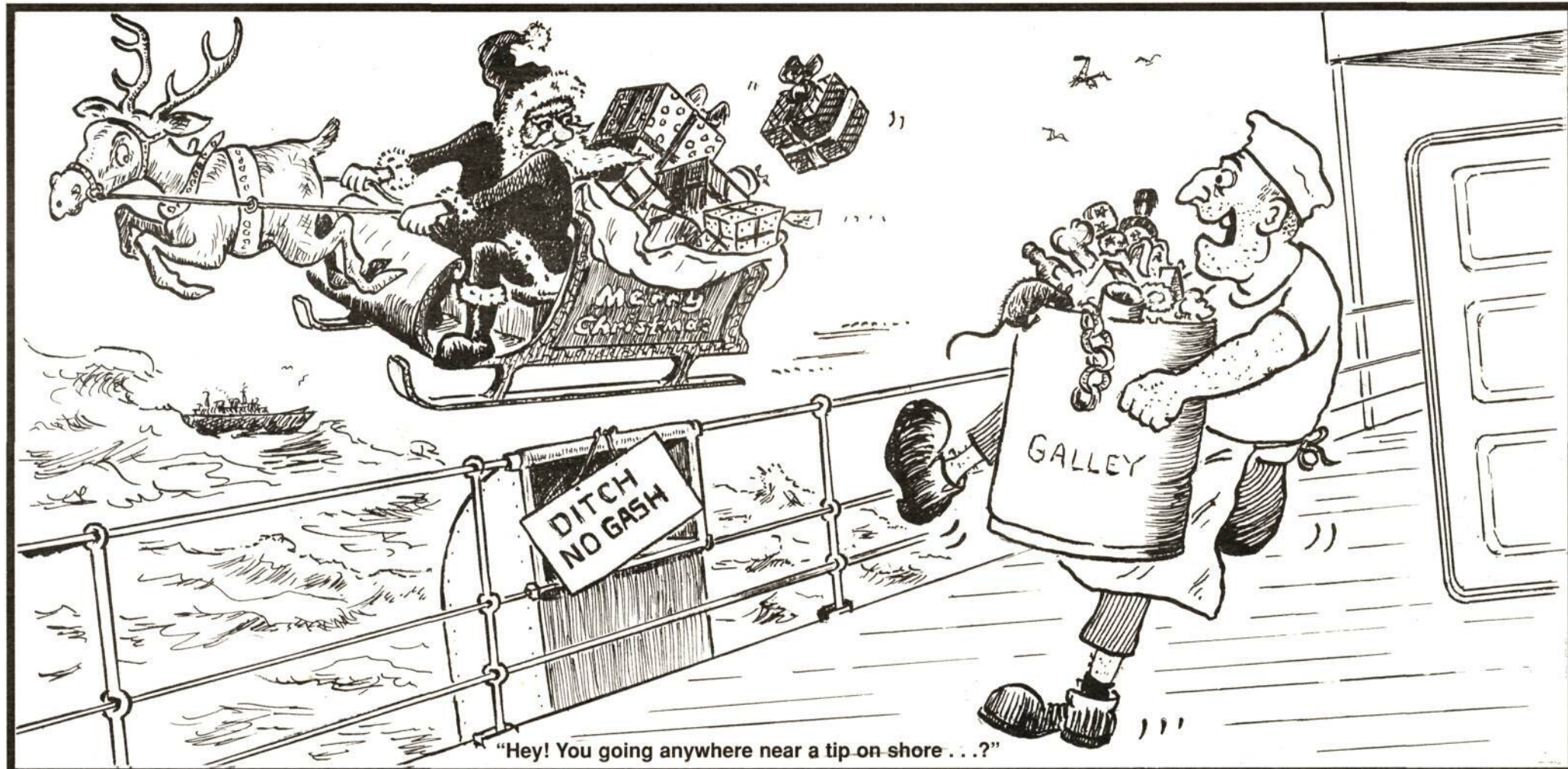


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NEWSVIEW

The memorials we really, really want

THE AFTERMATH of World War I produced an unprecedented programme of memorials that are now an integral part of our civic architecture – and of our collective consciousness.

Indeed, as the former Director General of the Imperial War Museum Dr Alan Borg has observed, they represent "the biggest communal arts project ever attempted".

The fashion was already in decline by the end of World War II; though – partly because of financial constraints. The memorials erected in the 1920s, some of which were uncompleted, could anyway often be conveniently arranged to accommodate the names of those who laid down their lives in 1939-45.

In more recent years there has been a marked reluctance to sanction the high cost of commissioning "temples to the dead" with preference usually given for community projects such as schools and hospitals.

There is an obvious and immediate practical justification for this view. But there also remains an atavistic desire for a focus of remembrance that does not necessarily require the endorsement either of the state or of organised religion.

And many of the memorials erected since 1945 have fallen sadly short of the sensible ideals of remembrance set out in the 1920s, when abstract forms, then as now the mainstream of modern art, were mostly eschewed in favour of modified classical styles.

To quote Dr Borg again: "The one thing a memorial has to do is to convey some generally recognised meaning about what is being memorialised. If it fails to do so, fails to communicate directly, it rapidly loses all reason for existence."

James Butler's "Daedalus" design for the Fleet Air Arm Memorial marks a welcome return to the standards set in the 1920s, evoking as it does the best work of Charles Sargeant Jagger, Gilbert Ledward and Sir Edwin Lutyens.

The Fleet Air Arm is anyway overdue for this sort of recognition. In his sparkling address at the Royal United Services Institute Admiral Sir Raymond Lygo contrasted the FAA's signal achievements with its poor PR profile, citing the night raid on Taranto that was quickly taken up by the Japanese as a model for the much better known attack on Pearl Harbour: "Except that they did it in broad daylight, on a Sunday, with modern aircraft and against a country with which they were not at war ..."

Every significant invention in carrier-borne aviation since then, he noted – the angled flight deck, mirror sight, steam catapult, Daedalus-off – had come from the RN.

Well, Daedalus was an inventor, too – he is said to have invented the wedge, the sail, the saw, the auger and many other useful things besides his famous wings and the maze that contained the Minotaur. So, as an aviator and as an inventor he is doubly qualified to represent a branch of the Service that has so often led the way in both aviation and invention.

The British Legion made an equally inspired choice in setting the current pop icon invention the Spice Girls alongside Dame Vera Lynn to promote its Poppy Day appeal.

To do them credit, Baby Spice, Posh Spice, Scary Spice, Sporty Spice and Ginger Spice recognised the lasting appeal of 'Super Spice' – and they made a nice picture together.

The quintessential 'Forces Sweetheart' is still looking pretty good in her 81st year. Just over three years ago, on the 50th anniversary of D-Day, she memorably strutted her stuff at Gosport, sashaying across the stage and swinging her microphone lead with youthful style as she belted out a string of Forties hits.

There is absolutely no doubt that her songs will last a lot longer in popular memory than those of the Spice Girls will.

So they form a memorial in their own right – and lasting appeal is what you really, really want for any kind of memorial.



Suited to the job

DIVING suits and face-masks was the dress code when the Royal Navy handed over command of the Defence Diving School to the Army.

Both the outgoing CO Cdr Pat Gale (left) and new boss Lt Col Robbie Hall are professional divers and so chose to perform a light-hearted handover ceremony in one of the Horsea Island school's five metre deep tanks.

The Defence Diving School opened in September 1995 and is an amalgamation of the old RN School and the Royal Engineers Diving Establishment, both formerly based separately in HMS Vernon in Old Portsmouth.

It is now staffed by RN, Army and civilian personnel working together under an alternate RN or Army CO. All RN and Army diver training is carried out at the school, teaching all ranks at all levels. RN divers also learn mine clearance.

Oceans bestride the years



HMS OCEAN Association held their tenth reunion in Barrow-in-Furness – alongside the new Ocean, now nearing the end of her period in build.

Tours of the Royal Navy's first purpose-built amphibious helicopter carrier were arranged for the 110 members hosted by the builders, VSEL.

At a celebration dinner the Association's vice chairman Peter Tapley presented the ship's commanding officer, Capt Bob Turner, with a framed photograph of her predecessor when a De Havilland Vampire made the first jet landing on an aircraft carrier in 1946 (left).

A silver salver was also presented by Rear Admiral Evan Maclean, the Association's senior officer.

The new HMS Ocean, pictured below at Barrow, is designed to achieve the rapid landing of an assault force by air or sea and can accommodate an embarked force of up to 800 troops with equipment, artillery, vehicles and stores, plus 12 troop-carrying helicopters and four assault landing craft.



Invincible and Co in transatlantic deployment – and points further West

Harriers go on a California bold rush

IN AN EPIC journey of 4,500 miles, three aircraft from 800 Naval Air Squadron have become what are believed to be the first Sea Harriers to reach the West Coast of America.

The aircraft were launched from HMS Invincible off southern Spain in late September, and over the next three days the Harriers, with the aid of a Lockheed Tristar tanker and Hercules support planes, crossed the Atlantic and North America.

En route they made scheduled stops in the Azores and at Bangor, Maine.

The final leg of the trip was flown at low altitude over the Grand Canyon and Death Valley before arriving at the high-altitude desert airfield at China Lake, California.

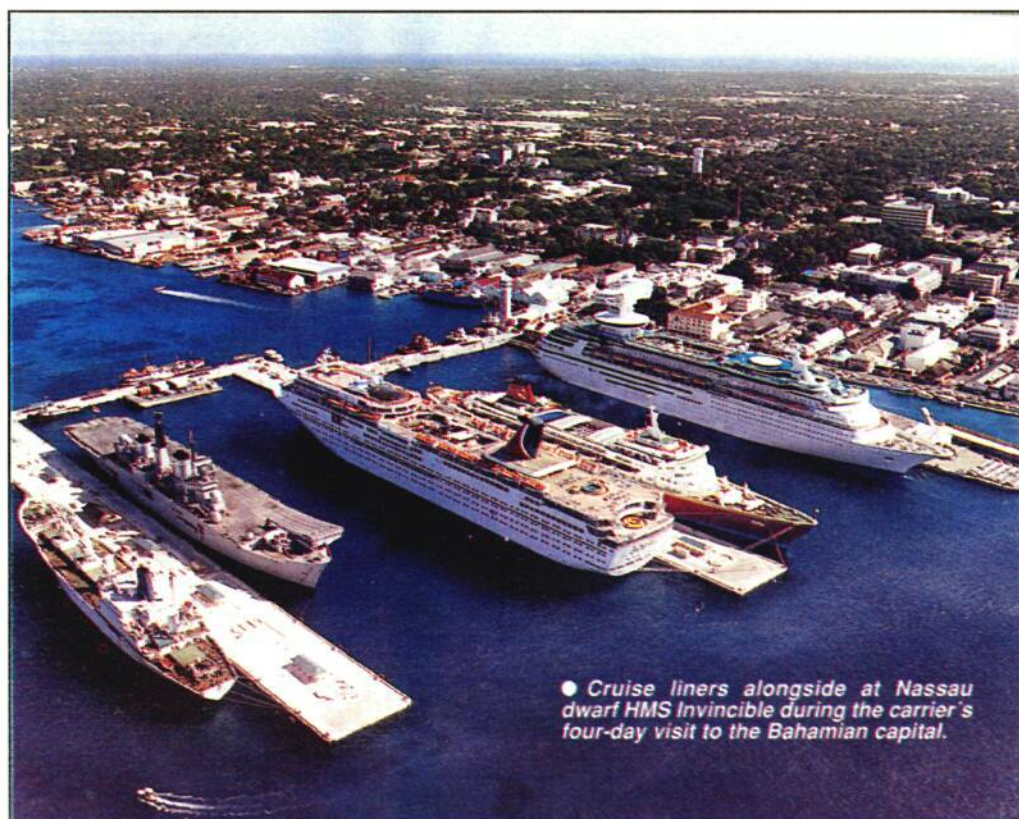
The detachment to the Naval Air Weapons Site at China Lake was one of a number being undertaken by the squadron during Invincible's autumn deployment to the Western Atlantic and Caribbean.

Valuable training was also being gained by Sea Harrier pilots at US air stations in Virginia, Florida, North Carolina and Puerto Rico.

● Sea Harrier on the pioneer trail over the Mohave Lake, Colorado River – pictured on 35mm film by Lt William Hynett.



... and carrier is on neighbourhood watch



● Cruise liners alongside at Nassau dwarf HMS Invincible during the carrier's four-day visit to the Bahamian capital.

HMS INVINCIBLE'S part in the Navy's "neighbourhood watch" took her on an autumn operational deployment to the Western Atlantic.

Before events in the Gulf region curtailed what was intended to be a three-month mission, she took a short break in the Bahamas, where her Commanding Officer, Capt Roy Clare, told Navy News:

"We are here as an essential component of the Royal Navy's

global neighbourhood watch, ready to assist with any humanitarian operations while continuing to hone our interoperability with our allies."

That honing took the form of sensor and weapons accuracy trials at the Atlantic Underwater Test and Evaluation Centre off Andros Island in the Bahamas.

Conducted in company with the frigate HMS Iron Duke, HM submarine Triumph and RFA For Victoria, the trials provided essential evaluation of tactics to counter submarine

threats and to prove the effectiveness of surface and air-launched attacks against them.

As well as providing a run ashore, Invincible's visit to Nassau also gave an opportunity for the ship to host leading members of the Bahamian Defence Force for a day at sea.

After a mid-deployment self-maintenance period at Mayport, Florida, the carrier returned to sea for training exercises with the US battle group led by the Nimitz-class carrier USS John C. Stennis.

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MARINES TUN A DESI



● Which way up is down? – A Jordanian soldier descends during an abseiling exercise under the supervision of a Royal Marines recce leader.

IN ONE OF the biggest deployments of British forces to Jordan in over 30 years, a 900-strong Royal Marines Commando Group has followed in the footsteps of Lawrence of Arabia to train and exercise in the mountainous desert.

As *Navy News* went to press, 40 Commando Group were over half way through a five-week deployment which began when in late October they disembarked at the port of Aqaba for Exercise Desert Song. It is a title with a romantic ring that belies the arid and mountainous moonscape over which the troops were operating.

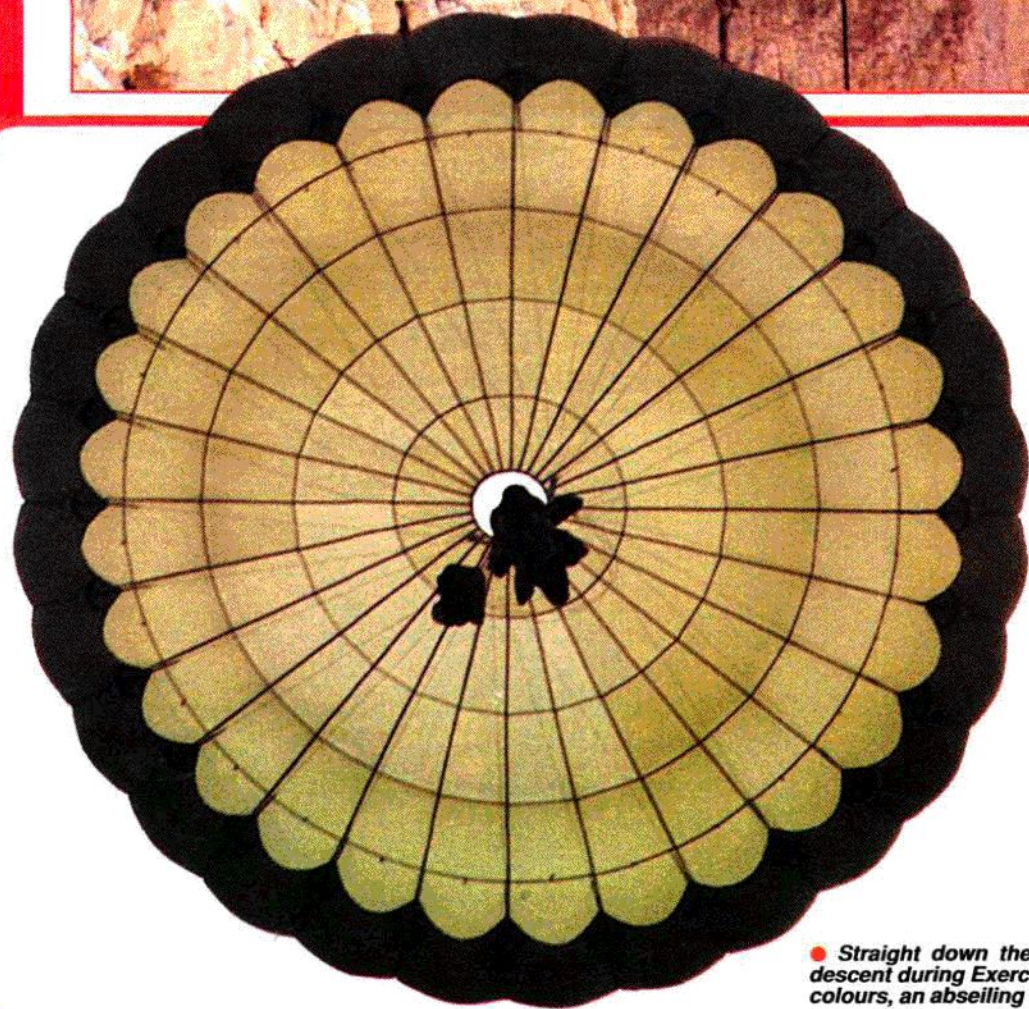
Commandos high and dry over Jordan

At the core of the group were 500 men of 40 Cdo supported by Naval and RAF helicopters, and engineer and artillery units.

In command was Lt Col Jim Dutton, who said the purpose of the venture was to develop individual skills, practise extensive live firing, and to progress many of the techniques 40 Cdo had developed during this year's



● The healing hands of Surgeon Lt Neil Greenburgh are employed in treating a small Bedouin boy suffering from a minor burn.



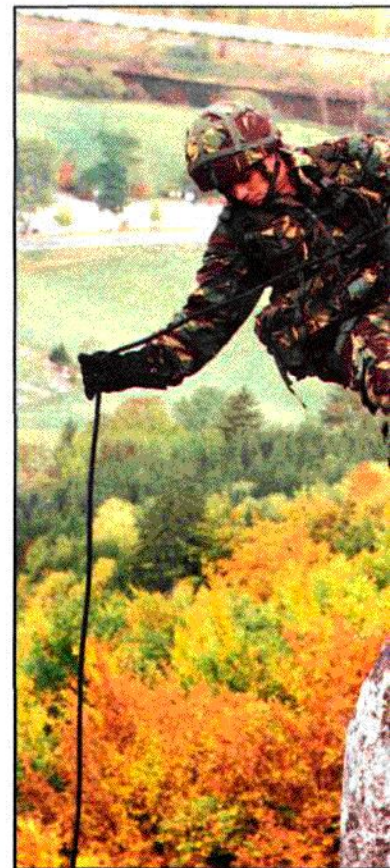
Meanwhile: a 'vertical assault' in Germany

... where Royal Marines Commandos were involved in three weeks of high intensity training in and around the mountains at Pfullendorf, near the border with Switzerland and Austria.

Exercise Royal Chamois included vertical assaults, helicopter abseiling from 200ft, day and night parachuting, advanced live firing and communications training.

Units taking part were elements of HQ and Signals Sqn, 42 and 45 Commando, 29 Cdo RA, 59 Cdo RE, 148 Battery RA and men from the Royal Netherlands Marine Corps. All form an integral part of 3 Cdo Bde.

● Straight down the middle . . . The cameraman captures the symmetry of this descent during Exercise Royal Chamois, and (right) in contrast to Desert Song's drab colours, an abseiling Marine descends amid the flaming colours of a German autumn.



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WAKE UP WITH DESERT SONG

Wave deployment to the Far

very emptiness of the arid was an advantage to the Indo Group: "The scope for live field firing and mounting is virtually unlimited," saidutton.

's western desert areas are rised by steep and demanding ns, rising from 300m below sea 1,200m, with vast wadis and making deep scars in the ce.

ge daytime temperature in er is a bearable 25C, but with es it drops sharply at night, and mitting wind not only makes it er, but also produces an insidieket of dust.

aining package involved moun-ents and descents, with live fir-ay and night.

camp was established at Al while the main mountain camp up at Al Tafila and a smaller n camp at Al Karak.

officer commanding the moun-ain training, Maj Buster Howes, said: "This area offers an amaze-ge of mountainous features, d canyons producing a pletho-chnical rope obstacles. It is to enable us to fulfil one of the t roles of 3 Cdo Bde, to be able te in mountainous terrain."

Karak, RM mountain leaders members of the Royal Jordanian sic mountain skills, including g from a huge rampart 7,000ft h spectacular views over the a to the west.

Al Qatrana, the live firing of all s took place - from the Marines' assault rifles to the 155mm self-d guns of the supporting

previous experiences this year angles of South-East Asia and -desert of South Africa, Desert being seen as a vital link in tun-0 Cdo for their role next year in ading the Joint Rapid Deploy-orce. That could mean their ent at short notice to anywhere orld. At any time.



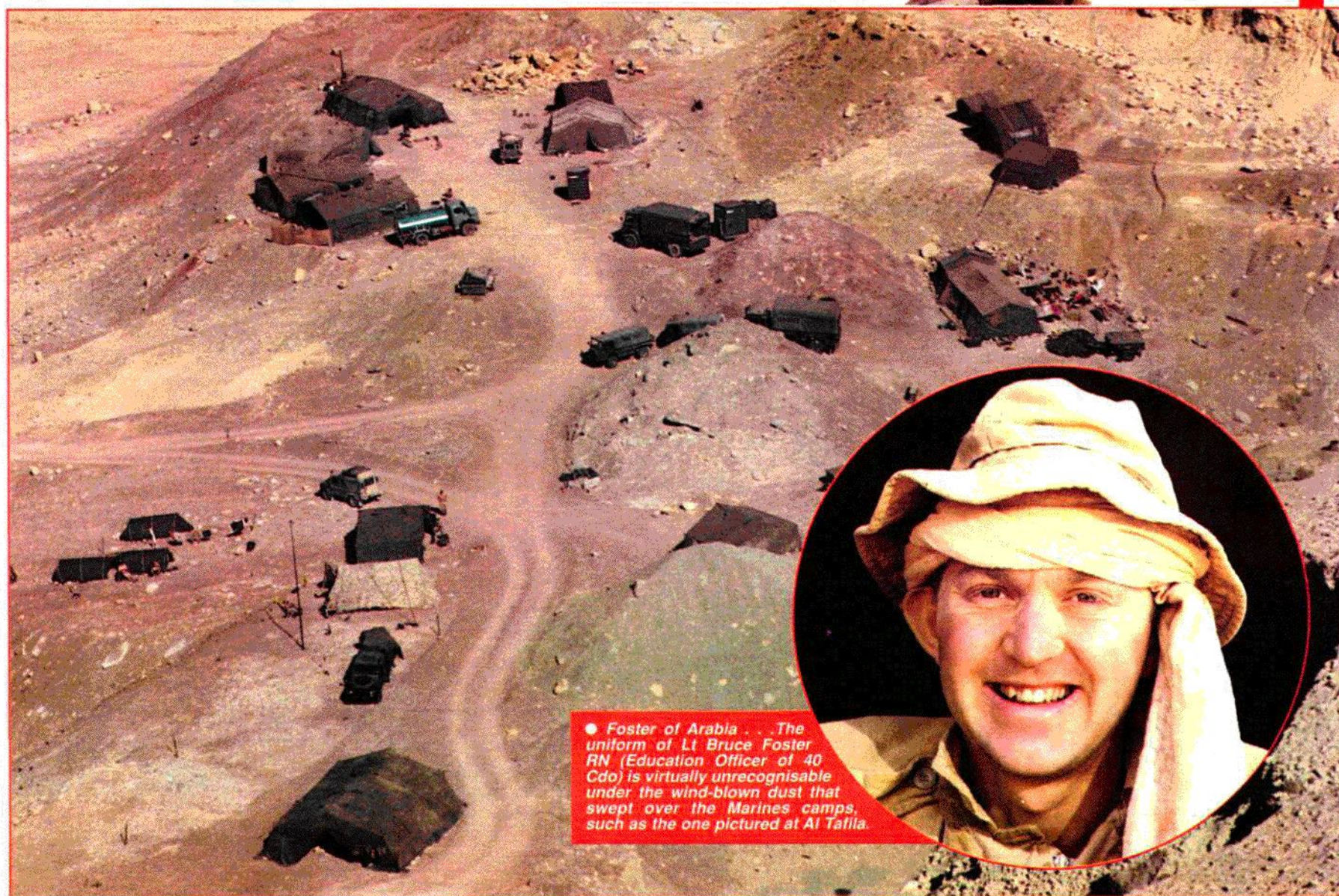
● Support from the 'heavies' - AS90 self-propelled guns of 3 Royal Horse Artillery, and (below) air support from a Royal Marines Gazelle of 847 Naval Air Squadron.

EXERCISE FORCES

- 500 men from 40 Commando.
- Two companies of Comacchio Group from RM Condor.
- RM Logistical Task Group from Chivenor.
- Elements of 59 Commando Royal Engineers.
- Elements of 7 PARA Royal Horse Artillery (105mm guns).
- Elements of 3 Royal Horse Artillery (AS90s with 155mm guns).
- Two Gazelle helicopters of 847 NAS from RNAS Yeovilton.

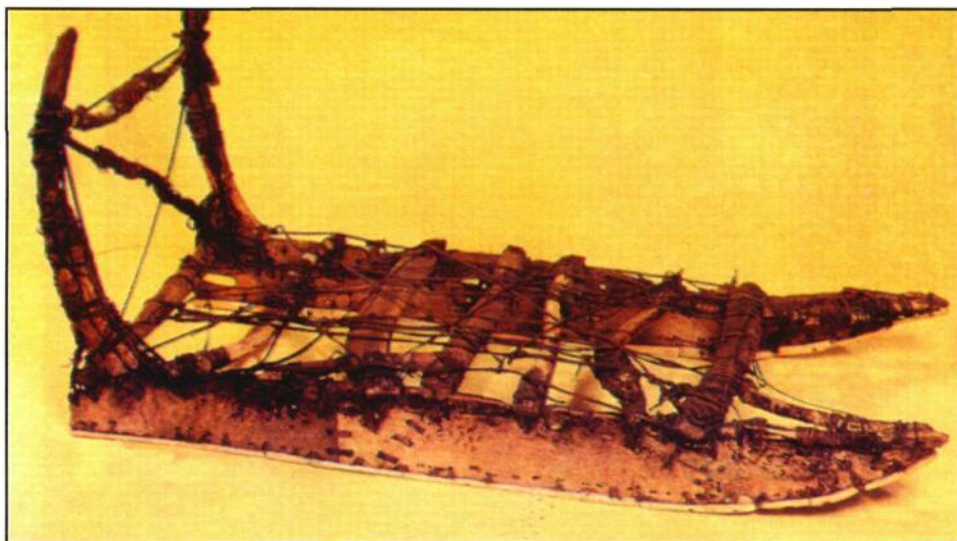
DESERT SONG PICTURES

PO(PHOT) Brian Bower & LA(PHOT) Ian Goodban



● Foster of Arabia . . . The uniform of Lt Bruce Foster RN (Education Officer of 40 Cdo) is virtually unrecognisable under the wind-blown dust that swept over the Marines camps, such as the one pictured at Al Tafila.





● Above: a sled collected by Sir John Ross from the Polar Inuit, now in the British Museum. Right: Erebus and Terror Wintering in the ice, an imaginary scene painted by Capt Allen Young, RN, around 1858 while searching for Franklin's last expedition (Vancouver Maritime Museum).

THE FATE of the Franklin expedition, lost attempting to find the North West Passage, continues to fascinate maritime archaeologists.

HMS Erebus and Terror disappeared into the Arctic in 1845 – and no major trace of either has ever been found. All Franklin's people subsequently perished.

Sir John Ross's earlier expedition (1829-34) nearly met the same fate when his ship *Victory* was lost and he was forced to make an arduous overland trek. He and his men were rescued by a passing whaler – together with the expedition's charts and records, including observations taken by Ross's nephew, the Naval officer James Clark Ross, that first pinpointed the magnetic North Pole.

Inevitably, the Arctic boasts more than its fair share of wrecks. These are listed in the **British Museum Encyclopedia of Underwater and Maritime Archaeology** (British Museum Press £29.95), edited by James P. Delgado who has himself taken part in projects in the region.

After the Franklin tragedy exploration of the Arctic archipelago ceased for decades, although commercial voyages by whalers continued well to the end of the century.

Whalers had begun to probe

the eastern Arctic early in the century and by the 1860s a fleet was operating in the western Arctic in the Chukchi and Beaufort Seas. But the ice and winter conditions proved just as disastrous to the whalers as it did to the explorers.

Individual vessels and even entire fleets were caught, crushed and sunk, particularly off the west and north coast of Alaska. In 1871 33 ships were crushed off Point Belcher, followed by another ten at Point Barrow in 1876. In 1897 ice trapped several ships and crushed and sank two steam whalers.

Searches for a number of these have been made in recent years, without much success. But in 1980 the intact wreck of *Breadalbane*, lost during Sir Edward Belcher's Franklin rescue mission of 1853 off Beechy Island, was found by Canadian physician Joe MacInnis – and it remains the northernmost shipwreck yet discovered. While not yet archaeologically studied, it is an amazingly intact time capsule of mid-19th century exploration.

Meanwhile, searchers continue to hunt for Erebus and Terror –

despite the high cost and tremendous logistics any discoveries will entail, they remain the Holy Grail of marine archaeology in the Arctic.

Somewhat more accessible are the *Encyclopedia's* entries on UK sites of special local interest.

In 1994 an amateur archaeologist walking across the mudflats of the Severn estuary near Newport discovered the medieval Magor Pill Boat.

And only this year the Cramond Lioness, a magnificent Roman sculpture of a lioness was found in the River Almond, west of Edinburgh.

Other UK sites explored include the *Albion*, an East Indiaman wrecked on Long Sand in the Thames Estuary; the Cattewater Wreck, an early 16th century armed merchantman wrecked at

Plymouth; and the *Mary*, the wreck of the Royal Yacht of Charles II, lost in 1675 on her final voyage from Dublin to Chester and rediscovered in 1971.

This claims to be "the first comprehensive reference book on the discovery and recovery of the submerged past".

Written by the archaeologists and other scientists who have made the actual discoveries, the entries describe the world's major sites and include prehistoric settlements, Mayan cenotes, submerged Bronze and Iron Age settlements, sunken Phoenician, Greek and Roman cities and harbours, Viking ship burials, ancient warships and merchant craft in the

Mediterranean and shipwrecks from around the world, from the vessels of the earliest explorers to warships sunk during the atomic bomb tests.

Others discuss new fields of research in underwater and maritime archaeology, the techniques and tools, legislation and laws, and organisations and institutions, while overview articles examine work in broader regional, national and scientific contexts.

The book is extensively illustrated and cross-indexed (though the index itself could have done with a bit more work, there being no entries under Ross, John or James) and it is likely to remain the standard reference for some years to come, even in a field so newly and abundantly productive as this.

— JEA

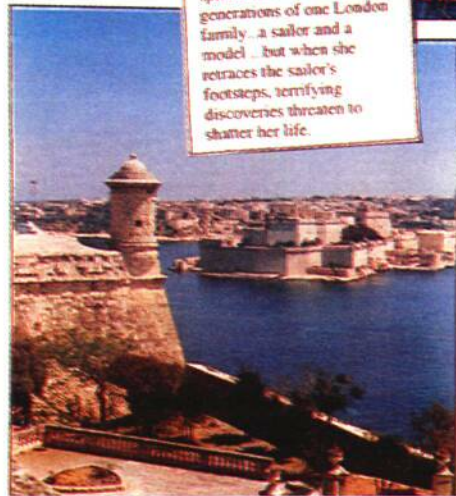
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Balaklava's other valley of death

THE CRIMEAN WAR, not the American Civil War, was the first to use railways and the telegraph, the first to offer a glimpse of trench warfare over half a century before World War I – and the first to deploy iron-clad warships and mines.

And it was the first war to be covered by photographers.

Roger Fenton's stunning view (actually one of a series) of ships in Balaklava Harbour, shown here, is included in *The Crimean War* (Boxtree £16.99) produced by Paul Kerr's companion to the Channel 4 series.

It sets the scene for the hurricane of 14 November 1854, barely a week after the Battle of Inkerman, which decimated the Fleet, sending 21 British and 14 French ships to the bottom.

Fanny Duberly, the dashing young wife of a cavalry paymaster who was one of a handful of officers' wives to join the campaign and became one of its imperishable personalities, left a vivid description of the disaster:

"At seven o'clock, when I looked through the stern cabin windows, the harbour was seething and covered with foam, and the ships swinging terribly. By nine it had increased to a frightful extent, and I could hardly, even when clinging to the ship, keep my footing on deck. The spray, dashing over the cliffs many hundred feet, fell like heavy rain into the harbour. Ships were crushing and crowding together, all adrift, all breaking and grinding each other to pieces . . . By ten o'clock we heard that the most fearful wrack was going on outside among the ships at anchor, and some of the party started for the rocks to try if by any means they could save life. The next tidings were, that the *Prince* and the *Resolute*, the *Rip van Winkle*, the *Wanderer*, the *Progress* and a foreign barque, had all gone down, and, out of the whole, not a dozen people saved."



Clooney cannot be serious . . .

A LITTLE boy sits on a crescent moon, dangling a rod and line into a midnight pool.

It's the logo of Dreamworks, a new production company (bankrolled by, among others, Steven Spielberg) and is displayed at the start of proceedings on *The Peacemaker*, the group's first offering.

The smart-aleck thing to say

would be 'Great logo, shame about the movie'; in fact, it's not an uninteresting picture, though it is awfully conventional.

Its parent is the TV hospital series *ER*, from whence cometh the director (M.Leder), star (G.Clooney) and part of the finance, *ER* being, of course, another Spielberg property. Here too, there is much purposeful striding down corridors accompanied by urgent professional repartee.

ScreenScene

In fact, all of eastern Europe's an Emergency Room according to *The Peacemaker*, what with the Mafia, lunatic ideologues and an out-of-control military. The film opens provocatively, with a passage involving nuclear missiles being transported across Russia by steam locomotive. A later sequence in which Nicole Kidman attempts to log onto the bad guys' computer, while Clooney obtains information by breaking his interlocutor's nose offers the same contrast between high tech and low.

But if anyone wonders how seriously the movie wishes to be taken, they should check out the car chase scene, in which Clooney speeds down crowded sidewalks without injuring a single pedestrian and goes out of his way, despite his deadly predicament, to sideswipe half the parked cars in Prague.

There's a haunting story about President Doumer of France, shot down by an aggrieved anarchist in 1932. "What just happened?" he asked, as he lay mortally wounded.

An aide, thinking to be kind, told him, "Sir, you have been struck by a taxi." The President's last words were variously reported as "Oh, la-la" or "But . . . but . . ." In any case, it's clear that his final conscious moments were spent grappling with the problem of how a taxi had managed to make its way to the third floor of the Maison Rothschild, where the assassination took place.

Most of the numerous gunshot victims in *LA Confidential* may be assumed to die in a similar state of bewilderment, casualties in a lot of ferocious complexity.

It's set in 1953 Hollywood, but the background is crime rather than movie-making, specifically a series of murders which may – or may not – be connected with a power struggle taking place in the Los Angeles underworld.

Instead of providing us with a hero who will sort all this out and put everything to rights, the film offers no less than three anti-heroes, none of whom can be absolutely relied on to do any such thing.

All are cops, one easy-going and mildly corrupt, another honest but given to psychotic rages, and the third also honest although ruthlessly ambitious.

This is emphatically not a genre piece: the course of events is never predictable (nor, indeed, always immediately followable), the outcome uncertain. It's a dark, absorbing tale, often brilliantly made and, for anyone who's 1950s-sensitive, rich in vivid period detail.

– Bob Baker

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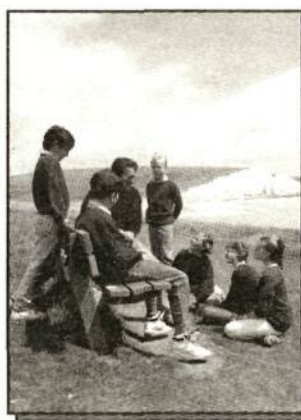
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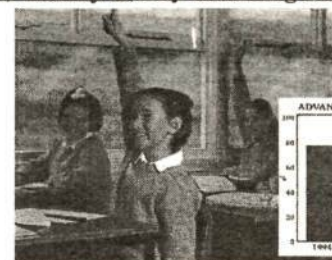
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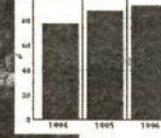
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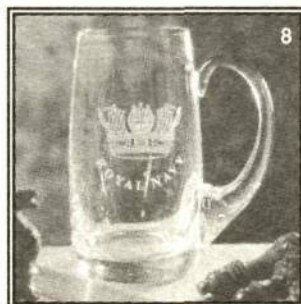
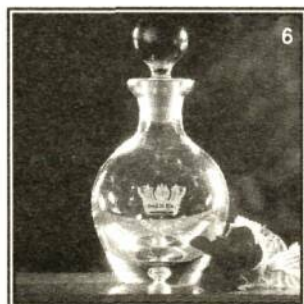
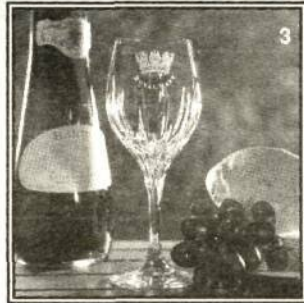


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Cornwall enjoys visit to Falmouth

HMS CORNWALL'S five-day stay in Falmouth was described as one of her most successful port visits.

Sailors from the ship formed a guard of honour at a civic parade and gave guided tours of the ship to local people.

Some of their most important visitors were ten children from Penryn Junior School's Rainbow class which was adopted by the ship in 1996.

During the visit the ship's Commanding Officer, Captain Anthony Dymock, presented £500 raised by the ship to their children's teacher, Angie O'Callaghan.

Captain Dymock said that everyone on board enjoyed visiting Cornwall because of the warm welcome they received and said that the ship was fiercely proud of her ties with the county.

Below: S/Lt Charlotte Bull and Mid Felicity Barber with two of HMS Cornwall's young visitors.



NAVY TAKES DELIVERY OF THE THIRD MERLIN

THE THIRD of 44 new multi-mission Merlin helicopters has been accepted by the MOD at GKN Westland, Yeovilton.

The helicopter will take part in operational evaluation trials which should lead to an in-service date next year.

CHANGE OF TITLE FOR COM(AW)

THE TITLE of Commodore Amphibious Warfare changes to Commander Amphibious Task Group (COMATG) on December 1 to underline the growing importance of amphibious warfare in the Royal Navy.

The current Commander, Commodore Paul Stone, took command of the Amphibious Squadron on its formation on October 1.

It comprises the assault ships HMS Fearless and Intrepid which will be joined by the helicopter assault vessel HMS Ocean on completion. Supplemented by RFA ships and vessels taken up from trade, the squadron will form the Commodore's task group in times of crisis.

Commodore Stone said his title change was part of the rejuvenation of the Navy's amphibious capability. He said: "In the current uncertain world environment, amphibious forces are uniquely flexible, being rapidly deployable, self-sustaining and with the ability to perform both high intensity and low intensity tasks."



Industry looks into all-electric ships

THE FUTURE of all-electric propulsion in Royal Navy warships is being studied by some of the leading companies in the field.

A £2m contract has been won by a team led by Rolls-Royce and Vosper Thornycroft, which will spend three years looking into the Integrated Full Electric Propulsion (IFEP) concept.

The Navy believes that electrically-powered ships could produce significant savings through reduced maintenance and manning levels while giving high manoeuvrability and quieter running.

Vosper's Control Sales Manager Noel Hogg said: "Our findings will help to point the way ahead for how Royal Navy ships will operate in the next millennium."

New LCVPs handed over

THE FIRST of four new landing craft destined for HMS Ocean have been handed over by Vosper Thornycroft.

The two 15m-long LCVPs (Landing Craft Vehicle and Personnel) are designed to carry 35 troops and two tonnes of equipment and have successfully passed beaching trials with the Royal Marines in weather ranging from minus 30C to 40C plus.

Yeovilton lands Sopwith Triplane and early carrier

THE ONLY surviving example of a World War I mini aircraft carrier will be renovated and put on display at the Fleet Air Arm Museum at RN air station Yeovilton – complete with a replica Sopwith Camel.

The vessels were an early venture by the Navy into developing carriers for wheeled aircraft, and were little more than floating platforms, each carrying a Camel fighter and towed behind a warship.

Forty-five of the 60ft by 16ft lighters were built, including the sole survivor which for the past 65 years has been used to ferry cargo from the banks of the Thames to workshops on Platts Eyot at Sunbury.

The craft's present owners, Terrace Hill, realised its historical value and co-operated with the FAA Museum in ensuring its survival.

Take-off from the lighters was a hair-raising business, but while

out of range of land, return was even more exciting as pilots had to splash-down in the sea, inflate flotation bags, and await recovery by the attendant ship.

One of the most significant successes scored by these intrepid fliers was the destruction on Zeppelin LZ53, shot down by Lt Stuart Culley off Harwich on August 11, 1918.

Triplane

The only flying Sopwith Triplane fighter has joined the exhibits at the Fleet Air Arm Museum this winter after landing at RN air station Yeovilton.

The full-size replica of the prototype Triplane – a type which exclusively equipped RN Air

Service squadrons on the Western Front in 1917 – was built by John Hoblin.

He and Robin Bowes planned to fly the Sopwith in company with a replica German Fokker Dr.1 Triplane at air shows. But before the Sopwith was finished, Robin was killed when the Fokker crashed at a display over two years ago, so the two aircraft never flew together.

With Robin's friend, Sheila Truscott, John now pilots the Sopwith at summer displays. With the end of the season, the aircraft will form part of the static show at the FAA Museum until the spring.

□ Aircraft of the Royal Navy – page 32.



● The full-sized replica Sopwith Triplane lands at RNAS Yeovilton before going on permanent display at the Fleet Air Arm Museum.

Best Wishes at Christmas

A word of thanks to you all for your kind and thoughtful support.

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MISSION IMPOSSIBLE?

New pod could help Harrier to save lives

HARRIERS could one day be used to rescue casualties or airmen downed behind enemy lines, scientists have agreed.

The prospect took a step nearer reality when the Defence Evaluation and Research Agency (DERA) approved the viability of a unique people-carrying pod which could be slung beneath the wings.

Parachutes ensure that pods could be jettisoned in case of attack and the equipment could extend the reach of rescuers far beyond the range of present-day helicopters.

Aviation innovators Avpro Ltd came up with the idea in response to the military and political need to rescue aircrew which was highlighted during the Gulf War.

The pod has a hinged nose for access, contoured body support and a bay for personal weapons, and can be fitted with medical equipment, air conditioning and radio communications.

DERA gave the 'thumbs-up' to the project after a study involving their Head of Man-Machine Integration, Dr Graham Rood, Avpro Ltd and defence giants Hunting Engineering.

A spokesman for DERA told *Navy News*: "What has been conducted is a pathfinder, feasibility study. Avpro came to us with the idea, we have examined it and decided, yes, it is viable."

The pod is designed to be carried by the RAF GR7 Harrier which is now regularly deployed on the aircraft carriers of the Royal Navy and could also be carried by the Westland WAH64 attack helicopter due to enter service in the year 2000.

Interest

Orders have yet to be placed by the Navy, Army or RAF, but the high cost of pilot training and relatively low in-service price of the pods, and their possible value to special forces, is likely to attract the interest of all three services.



● An artist's impression of the new pod in action: in this scenario the Harriers have used the pods and their unique, vertical landing capability to pick up special forces troops from far behind enemy lines and return them to their aircraft carrier.

Harriers can far outreach present-day helicopters which are traditionally used for rescue or extraction and could get to emergency rendezvous points in a fraction of the time.

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York starts in exercise off Egypt

HMS YORK is back in Portsmouth after an action-packed deployment to the Mediterranean.

The ship conducted PWO firings off Gibraltar, took part in Exercise Dynamic Mix and visited Beirut and Limassol.

Then, after a visit to the Egyptian port of Alexandria, the ship played a key role in Exercise Bright Star '97 in the Eastern Med with ships from America, Italy, France, Egypt and the UAE.

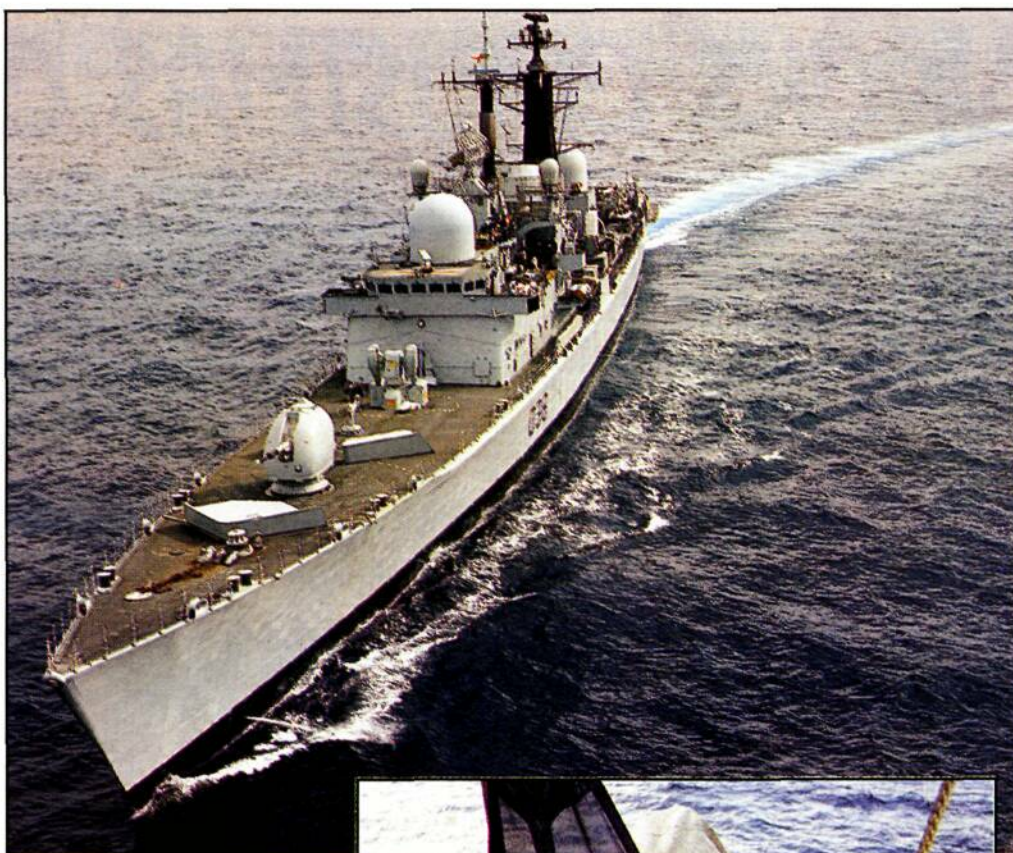
Bright Star was led by the USA, and the exercise flagship was the carrier USS George Washington.

York was kept busy in a range of anti-air, anti-subma-

rine, naval gunfire support and ship manoeuvring exercises with her foreign counterparts.

Tomcats

The exercise, designed to enhance the operating procedures between the countries involved, saw HMS York defending the force against attacks from USN Hornets and Tomcats as well as Egyptian submarines.



● Above: HMS York in the Med



● OM(C)s Paul Watson and Yusuf Zihni (above) hoist their Yorkie flag prior to a resupply at sea (left). Pictures by LA(PHOT) Mark Hipkin

Last County Class is sold for scrap

THE LAST County-class destroyer to leave Portsmouth harbour – HMS Kent – is due to go for scrap as *Navy News* goes to press.

She will be joined by two of the last Leander-class frigates to see Royal Navy service – HM ships Jupiter and Hermione.

Due to commercial confidentiality, the Ministry of Defence cannot confirm reports that the three ships have been bought for £600,000 and will be broken up in India.

Guided missiles

HMS Kent, which entered service in 1963 and was one of Britain's first class of guided missile destroyers, paid off in 1980. She became a harbour training ship until HMS Bristol replaced her in that role four years ago.

Jupiter and Hermione both served from 1969 until they were decommissioned in 1992.

Ledbury adds to carnival atmosphere

SAILORS from HMS Ledbury visited the ship's home town in Herefordshire and took part in the Ledbury Carnival.

The delegation joined in the 'Wild West' theme, dressing as cowboys on a float which was appropriately named the Driftwood Stage!

Since then, the ship has taken part in Operation Pike off the West Coast of Scotland and Exercise Bartizan Hinge in the Baltic, and paid visits to Stavanger, Norway, and Frederikshavn, Denmark.

The sailors also attended Church in Ledbury on Sunday and renewed many local affiliations, including the Ledbury Hunt.

SUN, SAND AND BIRDS!

THE RN Bird Watching Society spread its wings recently with the first official expedition outside of the United Kingdom with a team of six deploying to the island of Diego Garcia.

The team, led by WO Pete Carr from HQRM, were transported around the uninhabited islands of the Chagos group in Royal Marines RIBs and rigid raiders on their ten-day trip to compile the first comprehensive survey of birds in the area.

Razor-sharp coral and a roaring surf meant that the team, kitted out with binoculars, telescopes and camera, had to swim ashore, taxing even the best senses of humour, but the rewards were well worthwhile.

Setting up on near-virgin sand, the birds, some with wing-spans over five feet, were naturally inquisitive. Many swooped down to inspect the team and some even tried to land on their tripods and their heads!

The team, which included Captain Chris Peach (Victory Building) LA(METOC) Chris Patrick (Portland) Cpl Colin Shannon (HQRM) LWTR Marie Bennett (CFM) and Lt Christine Mayoh from Centurion, split into two groups to conduct their surveys on three islands.

Chris Patrick oversaw the counting of sea birds in measured transects along the shore and hinterland, with numbers and nest sites being recorded to give a

very accurate picture of the island's breeding population, while WO Carr and another volunteer caught the birds for tagging and closer study.

Boobies

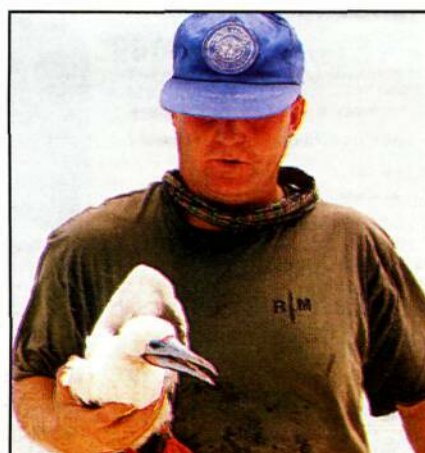
Red-Footed Boobies were found to be the commonest species with over 10,000 pairs and Brown Noddys and White Terns were also found in abundance.

The team also used a Land Rover to push 14 miles into Diego Garcia's nature reserve, clearing deadfall and hacking their way through dense jungle in the process.

□ For details of the RNBWS contact WO Carr on HQRM ext. 7897 or Col PJS Smith RM, 19 Downlands Way, South Wonston, Winchester, Hants SO21 3HS.

● Right: These inquisitive Red-Footed Boobies swooped down on the survey team, often attempting to land on their heads and camera tripods!

The team counted over 10,000 breeding pairs during their ten days in Diego Garcia and the uninhabited surrounding islands of the Chagos group.



● Above: A Brown Noddy, common on West Island and (above right) the lesser spotted WO Pete Carr (HQRM) grappling with an un-cooperative Red-Footed Boobie.

The News

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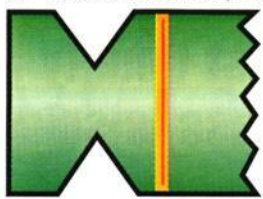
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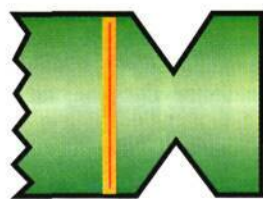
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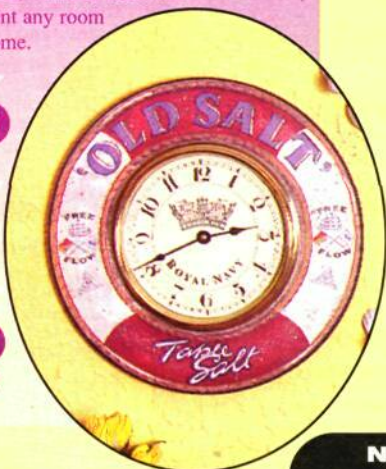
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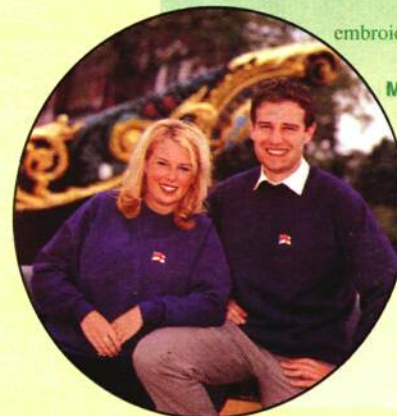
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Ex-sailors' home to welcome women after £2m expansion

PEMBROKE House, the Royal Naval Benevolent Trust's home for elderly ex-Naval men, is to be doubled in size and for the first time will accommodate women as part of a modernisation scheme costing almost £2 million.

Announcement of the scheme came at the 75th annual meeting of the Trust at its Portsmouth headquarters. It was

good news for Pembroke House over which a "make or break" decision had to be made.

The home at Gillingham, Kent, was established in an imposing 1920s building 45 years ago and has accommodated hundreds of old sailors and Royal Marines. However, the increasingly dated style of accommodation – in two, four and five berth cabins – has contributed to reduced occupan-

cy. Over the past year the average number of residents has been as low as 28 in a home which can cater for almost 40.

RNBT chief executive, Cdr Jeremy Owens, said the Trust had had to decide either to close the home or extensively modernise it.

In his address to the annual meeting, the Trust's chairman, Derek Dennis, said work would begin next

year and was expected to be completed before the millennium. It would allow the scope of Pembroke House to include full nursing care alongside its residential role.

President of the Trust, Vice Admiral Sir John Webster, said that although the RNBT would be underwriting the cost of the project, the Trust would be appealing widely for funds, including help from ships, establishments and

Royal Naval Association areas and branches.

Admiral Webster said the numbers of people helped by the Trust rose again in 1996-97 during which the RNBT spent over £2 million in welfare, 16 per cent of which was provided by King George's Fund for Sailors.

Welfare funding accounted for a cost-effective 95 per cent of RNBT expenditure.

LEGION HAILS RISE IN SILENT TRIBUTE

MORE THAN 40 million people in Britain are estimated to have observed the two-minute silence at 11am on November 11.

The Royal British Legion, who for the second year promoted observance of the Armistice Day silence, said early calculations suggested that even more people took part in the tribute to the nation's war dead than the estimated 67 per cent last year.

"We have commissioned research to assess the participation, but we already believe that it is at least 70 per cent, due to the bigger take-up of the idea this year by industry, commerce and local authorities," said the Legion's

spokesman, Jeremy Lillies.

For two minutes at the hour that the First World War ended, Britain came to a virtual standstill. At the Cenotaph, for the first time the Navy was represented at the November 11 wreath-laying ceremony arranged by the Western Front Association. The Navy's wreath was laid by Cdr Mark Thistlethwaite serving at Ministry of Defence HQ.

The silence was also observed at Naval bases and on board ships at home and abroad. The standstill was heralded by a Royal Marines bugler at the Clyde Naval Base and

by saluting guns at Devonport and Portsmouth. Edinburgh's One O'Clock gun was fired at 11am to mark the hour for remembrance.

Two days before, on Remembrance Day, crowds at the Cenotaph were delighted to see, for the first time for three years, Queen Elizabeth the Queen Mother join the Queen and other members of the Royal Family at the service. At 97 she was one of the oldest people present.

At Plymouth the Royal Marines Band played during the ceremony there, and joined the parade from the Royal Citadel to the war memorial at Plymouth Hoe. Among those who laid wreaths there was Flag Officer Sea Training, Rear Admiral John Lippitt.

Portsmouth Naval Base Commander, Commodore Iain Henderson, laid wreaths at both the Southsea Naval memorial and the war memorial in the city's Guildhall Square.

Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Mike Gregory, attended the Remembrance Day service in Glasgow, while senior members of his staff took part in similar events in Edinburgh, Aberdeen, Dundee and Helensburgh.

Commodore Royal Fleet Auxiliary, Commodore David Squire, was among those who laid wreaths at the RFA memorial at Marchwood near Southampton.

Defence Secretary George Robertson apologised to the Royal British Legion over the torn Union Flag which was hoisted upside down on the Ministry of Defence flagpole on Remembrance Day.

In a letter to the Legion, Mr Robertson said: "I very much share the annoyance felt by veterans who deserve better than this. I deeply regret that the otherwise outstanding arrangements for the day should have been marred by carelessness over an important detail."



Spicing up the Poppy Appeal

THE SPICE GIRLS joined "Super Spice" entertainer Dame Vera Lynn at the Royal Albert Hall to launch this year's Royal British Legion Poppy Appeal.

Their appearance was a scoop for the Legion and was arranged through former submariner Michael Anderson who knows the Girls' (former) manager. This year the RBL was hoping to improve on Appeal takings so that they would go further towards matching its £27 million annual expenditure.

Picture: Marc Harris

HAVE YOU MISSED US?

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Navy News - The Paper that lives up to its name!



Find the Joker

YOU HAVE ANOTHER chance to find the Joker in *Navy News* for three editions – and win £500. There are also £10 cash prizes for each of ten runners-up, and 20 £5 consolation prizes to be won.

All you have to do this month is spot the joker in one of the following three statements by Jack on naval matters. Two are true. One is wildly inaccurate. Just mark the box next to the **untrue** statement.

Which of these three statements is **NOT** true:

- ☐ The Battle of North Cape was fought on Boxing Day, 1943.
- ☐ Christmas Island in the Pacific was used to test British and US nuclear weapons in the 1950s.
- ☐ The practice of mounting Christmas trees at the masthead of HM ships was banned after candles on one tree set fire to the rigging of HMS Blazer in 1786.

If you can fill in this coupon, and the ones which will appear in the **next two editions**, you have a chance of winning a £500 cash prize. The names of the winners will be selected at random from those who gave correct answers in the three editions.

When you have completed all three original entry forms, send them together in one envelope to:

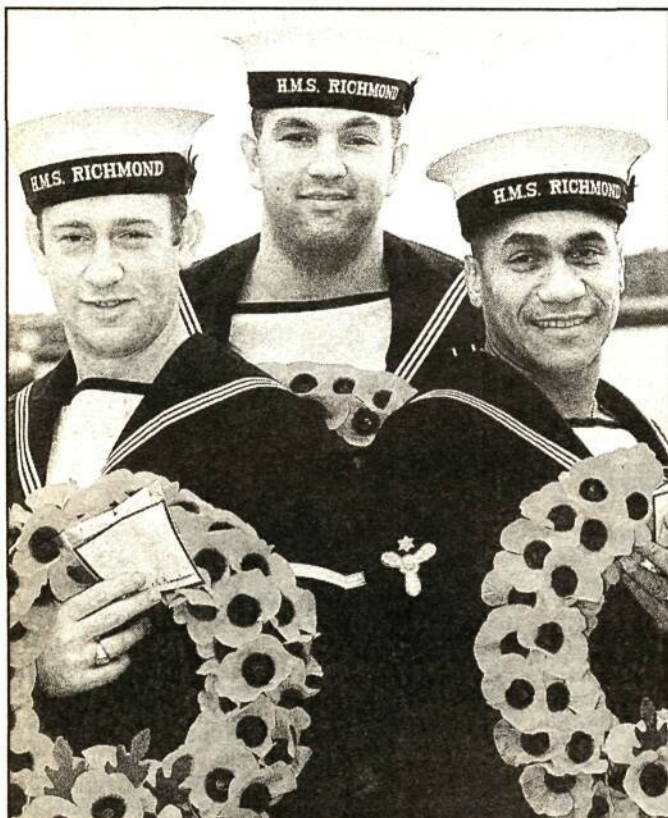
Find the Joker, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH

They should arrive at *Navy News* no later than **April 15, 1998**. Entries with all three correct answers will be entered in a prize draw conducted at *Navy News* offices. Winners will be announced in the May edition of *Navy News*. The first name drawn will receive a prize of £500. There will be a prize of £10 for each of the next ten correct entries drawn, and a further 20 consolation prizes of £5. The judges' decision will be final. No correspondence will be entered into. *Navy News* employees or their relatives may not enter.

NAME.....

ADDRESS.....

TELEPHONE.....



● Three sailors from HMS Richmond who laid poppy wreaths after the Remembrance Day parade in Richmond, North Yorkshire. They are (l-r) WEM(R) Paul Wilson, AB Lee Millington and MEM Kevin Arnold.

Picture: LA(PHOT) Slinger Wood, SFPU.

At Your Service

Over to You

MGB – wrong number: In last month's edition ex-Lt G. Armon was hoping some of his old shipmates might recall the number of an MGB of the latest design commissioned at Middlesbrough in 1945 – but the wrong telephone number was printed. Contact Mr Armon on 01455 843165.

HMS Troubridge: Seeking contact with Michael George (Mick) Bond, served in the ship in 1958 – went on cruise to USA (Charleston and Key West), lost contact after that. Contact Lee Dean, PO Box 250973, Holly Hill, Florida, USA, 32125-0973.

HMS Cornwallis: Can anyone supply Mr Darlington with a photo of this ship at any of these times – as a third-rate launched in 1813, when she won battle honours in China in 1839-42 and the Baltic in 1855. She was hulked in 1865 at Sheerness, and in 1916 was renamed Wildfire and became a base ship, finally being broken up in 1957. Contact Mr Darlington at 9, Harrow Drive, Runcorn, Cheshire WA7 5RG, tel 01928 568065.

Max Dalby: Does anyone know where LEM(A) Dalby is – he served on HMS Berwick Flight during the round-the-world group deployment of 1975-6. If anyone can help, contact Keith Brill on 01381 610364 or Bobby Stenton on 01224 744871.

Escort and special escort group funnel markings: Information still required for special escort groups B1, B4, B8 and onwards, even if only the number. Also for escort groups 1st, 6th to 9th, 12th to 19th, 23rd, 25th to 31st, 33rd, 39th, 40th and onwards, even if only the number. Replies to: R. Groves, Battlemore House, Lymington, Hants SO41 8ND.

WW2 trawlers and drifters: Paul Dascombe hopes to write a booklet on the recollections of those who served in mine clearance trawlers and drifters during World War II. Information to Paul at 61, Cambridge St, Semilong, Northampton NN2 6DN.

HMS Drake Naval Guard, 1939: Does anyone who served in the Naval Guard and Band of HMS Drake in 1939 remember Leading Seaman Gunner Leslie Thomas, who was the Corporal of the Guard? If so, Leslie's son Jan would like to hear from you – contact him at 3, Freshfield Ave, Atherton, Gtr Manchester M46 9PJ, tel 01942 876583.

Jimmy Murray: HMS Mercury 1958-9, R5 Class – thank you for the photo, but you didn't leave your address or telephone number. Contact Bob Sheard on 0114 230 7007.

HMS Victorious: Pamela Senior's late husband Tony "Buzz" Bunker served in the ship in the late 50s. She wonders if anyone recalls an incident during sea trials in 1958-59 when an aircraft went over the side, and the pilot was seen trying to open the canopy with tragic results? Contact her at 87 King St, Morley, Leeds, West Yorks LS27 9ES.

Walter and Terence Parton: Does anyone remember serving with Mark Parton's father or uncle during World War II? His father, Leading Signalman Walter Parton, entered service on July 13, 1943, and served at HMS Royal Arthur, HMS Byrsa (Naples) and HMS Nile (Alexandria). Uncle, Stoker Mechanic Terence George Parton, entered service on August 28, 1944, and went to HMS Royal Arthur, HMS Rosneath, he was on convoys, at Singapore, and on Lord Mountbatten's boat party. Any recollections to Mark at Atankent Mark 2033 Sok., Bergama 1 Apt 25/37, 35540 Bostanli, Izmir, Turkey, fax 90 232 362 3905, E-mail Mark.Parton@service.raknet.com.tr.

Jennifer Lynch: Catriona Ritchie is looking for Jennifer, whom she met in Gibraltar in 1994. Her father Paul Lynch was a petty officer working in 4 Dock and moved on to Barrow-in-Furness in Cumbria. They then emigrated to Australia in 1996. If anyone has any information could they contact Catriona at 33, Southgate Close, Goosewell, Plymouth, Plymouth PL9 9QL.

Royal Guards: Does anyone have any

photographs of the Royal Guards which were at the King of Sweden's funeral in Stockholm, the Festival of Britain, the Royal Tournament, and the King's Birthday Parade on Southsea Seafront, all in around 1950 – Mr L. Carter was in all these guards, and has never seen any pictures. Contact him at 88, Arden Gate, Balby, Doncaster DN4 9DP.

Berniere-sur-Mer: Des Illsley was a member of No8 Beach Group (Fifth Hackney Gurkha Battalion, The Royal Berkshire Regiment) which landed on Juno Beach on D-Day, and he is compiling a record of anecdotes from people who landed on his beach. Do any RN personnel there have any memories he could include, especially if they were in the J2 Task Force which conveyed the troops? Serial numbers, names of landing craft etc would all be useful. Contact Des at 51, Beaulieu Rd, Boscombe Down, Amesbury, Wilts SP4 7PD, tel 01980 625890.

HMS Southampton's corpses: Mr D. Woodcock writes of a record in the log of HMS Southampton (lost in 1941) which tells of an incident where she stopped for 20-25 minutes for a reason unknown, having sighted three corpses (one a Royal Marine officer) during their evacuation of Norway in June 1940. Does anyone have any knowledge of this – Mr Woodcock's father was the Master-at-Arms of HMS Glorious, who went down with the ship at the approximate position that the corpses were found. Is there an HMS Southampton survivors' association? Contact him at 15, Green Lane, Dalton-in-Furness, Cumbria LA15 8LZ, tel 01229 62414 (home) or 01229 873485 (work).

George Francis: Sophie Francis' father George will be 70 this month, and she would like to mark the event with a remembrance of his time in the Navy. He served between 1946 and the early 1960s, possibly including HMS Bicester, and she would like to obtain a copy of his first ship's log, and any photos of ships and fellow seamen. Contact her at 29, Brockenhurst Avenue, Cottingham, Hull HU16 4PD, tel/fax 01482 840991.

HMMGB/MTB 695: Mr Thomas Hardy is researching the wartime activities of this vessel, and wishes to hear from any ex-crew members or veterans from coastal forces who may throw light on this vessel's activities. Contact him at 75, Lexden Rd, West Bergholt, Colchester, Essex CO6 3BW.

HMS Peacock's bell: (U96, F96) The HMS Peacock Association is trying to trace the whereabouts of the ship's bell, believed to be in the Midlands area. If anyone has any information please contact S. Cockrell at 36, Thornleigh Ave, Thornes, Wakefield, West Yorks WF2 7SF, tel 01924 381782.

Ganges magazine swap: HMS Sunflower ship magazines dated 1944 and 1945, an HMS Duchess Christmas card from 1937 and a 1953 Spithead Fleet Review souvenir programme are available for exchange for HMS Ganges magazines. Contact Vic Hocking at 37, Wayside, Marston Green, Birmingham B37 7AY, tel 0121 779 3525.

Cookham Wood camp: Does anyone have any photographs of the small signals training camp located at Cookham Wood near Rochester which ex-Signalman W. Ross could borrow? The camp is long gone, its site almost the same as Cookham Wood prison. Mr Ross lives at 29, Hill Crest Drive, Beverley, East Yorks HU17 7JL.

HMS Canopus: Mr R. Rumsey is seeking a photo of the wartime Alexandria shore base HMS Canopus, wartime photos of HMS Mercury at Leyden, and Fort Southwick. He will have copies made, or reimburse expenses. Contact Mr Rumsey at Eycotwood Cottage, Rendcomb, nr Cirencester, Glos GL7 7EP, tel 01285 831398.

Sold Opera ditties: Can anyone recommend a book to Mr P. Drury which contains the words to Naval ditties and monologues such as *This Old Hat of Mine* and *Nabob Tae Paybob*. Mr Drury lives at 40, Wulfstan Way, Cambridge CB1 4QH.



HM ships Malcolm and Wolverine: P. Cunningham is seeking any information about these two photographs, right is some of the ship's company of HMS Wolverine, with Bob the dog, and above is Kapitän Kurt Petersen, of U541, captured by HM ships Wolverine and Malcolm near the end of the second world war. Does anyone recognise any of the people in the photos, or was anyone present at the capture of the U-boat? And does anyone know what happened to the officers and crew of the German vessel? What happened to Cdr H. Lloyd-Williams, commanding officer of the Malcolm? Does anyone have a copy of the passing-out parade of the ratings intake at HMS Gosling on September 22, 1942, which includes Mr Cunningham's father Paddy? Contact him at 33, Grange Park Rd, Oakwood, Leeds LS8 3BJ.



Illustrious service

THE HMS Illustrious Association annual memorial service is to be held at 1305 hours on January 15 at St Mary Aldermar, Bow Lane in the City of London.

HMS Illustrious was the first of the modern aircraft carriers, launched just before World War II, and her association with the City of London began in 1942 – a link which is maintained today by her present namesake.

Illustrious was adopted by the British Insurance Association, and when she was paid off in 1954 her ensign was presented to the church of St Mary Aldermar for safe-keeping – it now hangs above the altar – while the ship's bell was purchased by the captains of the ship, led by

Admiral Lord Louis Mountbatten, at that time First Sea Lord.

The bell now stands in the entrance hall of the offices of the Association of British Insurers in Gresham Street.

When the present-day carrier was launched in 1978, she was adopted by Lloyds of London.

The service is held in January to reflect the fact that many of the ship's principal wartime actions took place during that month – her aircraft crippled the Italian fleet at Taranto in 1940, she helped secure the strategically important island of Madagascar and supported Allied landings at Salerno in Italy.

She also saw significant action in the Far East, including Japan.

Calling Old Shipmates

HMS Wave: Did any of you serve aboard HMS Wave with the Tenth Minesweeping Flotilla or the Fishery Protection Service? If so, the HMS Wave Association would like to hear from you, as a reunion is planned for next August. Contact Tommy Dootson at 3, Bealey Ave, Radcliffe, Manchester M26 2QW, tel 0161 796 8857.

HMS Troubridge: AB Les Vernall, RNZN, is looking for old shipmates from the Pacific days. Anyone wishing to write to him should contact A.W. Green at 11, Stainbeck Rd, Leeds LS7 2QL.

HMS Aurora: Mr W. Hunt wonders what happened to his old shipmates from Aurora – one of his colleagues was Jack Mantle, who won the Victoria Cross in HMS Foylebank in the Second World War. Contact Mr Hunt at 29, Astens Fields, Battle, East Sussex TN33 0HP, tel 01424 773482.

HMS Centaur, 1960-63: "George" Wardale would like to contact Frazer "Jack" Campbell or any messmates of 23B Mess with a view to meeting up and exchanging sea stories etc. Contact him at 14, Levensdale Close, Yarm, Cleveland TS15 9RA, or phone 01642 783013.

CEPE Canada: Any ex-member of CEPE interested in a reunion contact "Soapy" Hudson, 20, Marina Close, Devizes, Wilts SN10 2RQ, tel 01380 725974.

HMS Ganges: 1955 Benbow 31 Mess, Classes 135 and 136, POs Stirling and Kingsland – Brian Hoskings would like to hear from you with a view to meeting up at the Ganges reunion 1998. He is already in touch with Eric Mulliner and John Warren. Contact Brian at 15, Clydebank Rd, Portsmouth PO2 7QG.

Philip John "Randy" Randall: Does anyone know the whereabouts of Philip Randall, who served on HMS Barossa in 1962-63? Contact June Ashby, nee Harris, ex-Wren, tel 0117 956 5610.

HMS Unicorn: Seeking Pony Moore, Gerry Berry, Tommy Ramsden, Taff Hicks, Ginger Hyde, Sam Davies, Fred Sprung, Jack McGarry, Mick McBrien, Jack Wilson, Taff Brooks, Murray Jones, McKeever, Searle for Hooky Walker. Also Howlett, Shilling, Minter, Jones, Smith, Campbell, Brazier, Sutton, Thomas, Fitzgerald, Wiley, Thomas, Howard, Gardiner, Peacock, Warner, Mee, Humphries, Knibbs, Hemmings, Ashton, all ex-HMS Unicorn air department. Phone 01442 255821.

Wren Pamela Haswell: Anyone who served with Pamela in 1956-58, particularly MT Drivers such as Stephanie Dodds, Angela Dawson or anyone who remembers her from the NAAFI club in Pompey. Now Pamela Senior, during her service she was at HMS Dauntless, HMS Daedalus and HMS Seahawk. Contact her at 87, King St, Morley, Leeds LS27 9ES.

HMS Diana Association: Still looking for old shipmates to join a growing association. Contact the new secretary, Gordon "Slings" Woods, on 01928 577684.

HMS Glory: Deep Sea Scout Crew, Mediterranean cruise October 1953 to March 1954. There were 20 members, including Sach King, Jan Butler, Bob Leggett, Wally Jarvis, Ken Rose, "Ginger" Wenham, Peter Watts, Reg Sebbage, Lou Hunter, Peter Collett, Peter Milton, Jock Hunter, Bernard Morgan, Don Fraser and J.J. Jones. "Tubby" Phillips would like to hear from you – do you remember visiting Capri and meeting Gracie Fields? Contact Mr Phillips at 26, The Sidings, Hatfield, Herts AL10 9SR, tel 01707 267086.

RN Beach Signals Section No 5 still seeking missing members including Tom Chapman, Stan Edwards, Peter Goddall, Alan (Colonel) Knox, Lofty Mapp etc to add to the ten already in touch. Next reunion October 1998. Any information welcome; ring Malcolm Robinson on 01643 705647.

HMS Loch Killisport commission 1956-57: Anyone who served and is interested in a reunion should contact Ron 'Soapy' Watson, ex-tanker, telephone 01382 370544, or write to 4, Sanderson Place, Newbigging, Angus DD5 3RQ.

HMS Pheasant Association 1943-46: Seeking old shipmates of all ranks – still trying to find S/Lt Allatt and Midshipman Watson. Contact J. Gillis, ex-W/T, 194, Canterbury Rd, Herne Bay, Kent CT6 5UB, tel 01227 361733.

HMS Amethyst: Calling all ex-crew, regardless of what commission, 1943-56, all welcome. Contact Don Redman, 6a, Quantock Rd, Bridgwater, Somerset TA6 7EQ, tel 01278 451765.

Christmas Island Navy veterans: 'Doc' Porter was out at Christmas Island in 1956-7 as a stoker in HMS Warrior. Last month he attended a Christmas Island reunion at Weston-super-Mare, and he reckons around a dozen of the 560 who attended were ex-RN ratings, the Army and RAF heavily outnumbering them. So he suggests the Navy contingent pull their fingers out for 1999, the next scheduled reunion – and also reminds the Fijian lads that a trip to Fiji is planned for next year – the more who join this year ashore, the cheaper it will be. Contact Doc at 54, Wrenfield Rd, Stockton-on-Tees, Cleveland TS19 0BD, tel 01642 644389.

HMS Scarborough 1958-9 commission: John White would like to hear from anyone from the ship during that commission, which included nuclear testing at Christmas Island in the Pacific – especially in the communications division. Do you remember making the audio tape "Draft Chit Into Space"? Contact John at 13, Bunting Place, Amanzimtoti, KwaZulu-Natal, 4126, South Africa, tel 27 31 903 3494, fax 27 31 903 1324, E-mail wendy@iafrica.com.

Ex-WO (OPS)(M) Bob Jones, who served in New Zealand in 1991 on Sea Surge Exchange, is sought by former MAA Bill Hodges, RNZN. Please contact him at his new address at 15, Graham Place, Brookfield, Tauranga 3001, New Zealand, or E-mail him at bhodges@xtra.co.nz.

HMS Kingcup: King's Lynn RNA would like to know if there are any shipmates around who served in HMS Kingcup, the Flower-class corvette adopted by King's Lynn in 1942. Contact S/M R. Missin at the RNA, 40, St Peters Rd, West Lynn, King's Lynn PE34 3LB, tel 01553 770359.

RM Squad 688 C Company: George Pray is seeking squad mates who joined the Royal Marines with him on December 30, 1943 at the RM Depot, Lymington, Devon – Squad 688 C Company, drill instructor Sgt Briscoe. Contact George at 48, Kennedy Ave, Toronto, Ontario, Canada, M6S 2X5.

HMS Tenby 1957-9: TO2 Tom King is seeking any old mess-mates who served with him in HMS Tenby (F65) between 1957 and 1959, including Dev Jennings, Shorty Hunnicks and Norman Street. Contact Tom at 10, Lynside Walk, Manchester M22 0HG, tel 0161 437 7280.

HMS Forth 1947-59: Would any ex-sailors or Royal Marines be interested in forming an HMS Forth Association, 1947-59 – any rank or rating. Contact Frank Allison, 39, Moors Lane, Northfield, Birmingham B31 1DG.

HMS Revenge 1939-42: Anyone from HMS Revenge during those years is asked to contact Len Rose at 26, Manor Rd, Lancing, Sussex BN15 0HA.

HMS Whitesand Bay: The Association is still trying to contact Doug Worboys, Tom King or Jeff Stead, or anyone else who served in the ship between 1945-56. Contact Geoff Nightingale, 268 Galley Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD, tel 01442 263405.

Reunions

JANUARY 1998

723 Kings Squad RM 1959-60: A reunion is to be held on January 30 at CTRCM to watch the 723 Kings Squad RM ('97-98) pass for duty. Ten members of original squad traced – the rest of you 'get tell in'! Any sign of Cpl J. Jackson RM, the DL at Deal? Details from Dave Pritchard on 01222 790233.

FEBRUARY

RM Buglers Branch reunion weekend will be at HMS Nelson in Portsmouth on February 6-7. Applications are invited in writing to WO1 Bugler J.F. O'Connell RM, The Corps Drum Major, HQ Band Service, RMSM, HMS Nelson, Portsmouth PO1 3HH, enclosing a SAE.

MARCH

North Russia Club reunion is to be held on March 7 at Neath Constitutional Club, South Wales. Enquiries to Mervyn Williams, 87, Olive Rd, Coxford, Southampton SO16 5FT, tel 01703 906402.

QAs: Calling all Wrens who served as Quarters Assistant/Administrator and those ladies who served as C&QAs in the QARNNS – a reunion is planned for March 7 in the WO and SR Mess, HMS Excellent, Contact POWQA Wally Dommershuizen (01705 547231 or 01705 619045) or CPOWQA Paula Price (01705 791339).

HMS Naïad 1940-42 Association will be holding their annual reunion at the Holiday Inn, Cambridge on the weekend of March 13-15. Contact Bill Willis at No8, The Biggen, Duxford, Cambs CB2 4SQ, tel 01223 834984 for further information.

HMS Aurora 1936-46 (Silver Phantom) reunion to be held on March 18 at Portsmouth. Details on event or membership from Stan Fleet on 01403 252061 or Harry Jones on 01536 713426.

HMS Glory Association reunion and AGM on March 21 at the nautical Club, Birmingham. Information from Peter Warde, 91, Dingleberry, Olney, Bucks MK46 5EU, tel 01234 711611.

HMS Loch Fada 1944-67: Reunion is planned for March 27-28, with 50 shipmates in contact – there must be more out there! Anyone interested should contact Bob 'Bogey' Harris at 12, Alandale Rd, Sholing, Southampton SO19 1DG, tel 01703 391848.

APRIL

HMS Cassandra Association reunion is at the Trecran Hotel, Babbacombe, Torquay on April 3-4 – new members welcome. Contact Bob Sheard at 9, St Albans Drive, Sheffield S10 4DL, tel 0114 230 7007.

HMS Mohawk 1939-41 survivors' reunion will be held in Birmingham on April 11. Contact Ray Bromley on 01703 243175.

HMS Pearl 1935-46 Crew Association will be holding their 12th annual reunion at

Padiham, nr Burnley, Lancashire, on April 17-18. Former shipmates should get in touch with Geoff Lancashire at 1, Rowsam Court, South Hill Ave, Harrow-on-the-Hill, Middx HA1 8NX, tel 0181 422 2357.

HMS Duke 1941-46 Malvern reunion is on April 17-19. If you were ship's company or trainee, contact Lou Barker for details on 01522 794454.

HMS Burnham 1940-44 18th reunion at Burnham-on-Sea on April 17-19. Details from Sam Langford, 50, Drew Gardens, Greenford, Middx UB6 7QG, tel 0181 902 9001.

HMS Cumberland Association will hold their 10th annual reunion on April 17-20 – make this the big one! Details from D.J. Draper, Aysgarth, Cross Lane, Bexley, Kent DA5 1HZ, tel 01322 523438.

HMS Vengeance reunion will be on April 24-25 in Nottingham. Enquiries to Lew Lewis, 122, Mill Lane, Portslade, Sussex BN41 2FH, tel 01273 881330.

HMS Gravelines 1949-54 commissions reunion is at the Royal Fleet Club, Devonport, on April 24-5. For more details ring 01633 221688 or write to R. Whittington, 102a, Victoria Ave, Newport, Gwent NP9 8GG.

HMS Virago reunion is planned for Blackpool on April 27-30. Information and booking forms from N. Darbyshire, Flat 9, Maveen Court, Wood's Moor, Stockport, Cheshire SK2 7BG, tel 0161 456 4343.

MAY

HM Submarine Dreadnought 1963-82 reunion will be in May at Barrow. Details from D.A. Tull, 11, Wheatclose Rd, Barrow-in-Furness, LA14 4EJ, tel 01229 824975.

42 Commando RM reunion, all departments, all troops, and all companies at Bickleigh, Plymouth, on May 2 – the first general 42 Cdo reunion to take place. Details from Jack Sutherland on 01633 676245.

HMS Faulknor Association reunion is on May 8-10 at the Home Club, Portsmouth. Contact C. Heuer, 89, Bowers Rd, Benfleet, Essex SS7 1BH, tel 01268 756141.

HMS Impregnable Association reunion on May 15-17 has had a change in venues – the reunion will now take place at the Trust House Forte hotel (Post House) Plymouth and HMS Drake. Details from M. Haycock, 79a, Beeches Rd, Rowley Regis B65 0AS, tel 0121 532 6141.

HMS Cavalier Association reunion at Newcastle on May 22-25 – contact Sid Anning at 14, Kipling Gdns, Crownhill, Plymouth PL5 3DD, tel 01752 768201.

CHANGE OF DATE

HMS Antrim Association reunion has switched from September 26 to October 3 – details from Dave Osborne (01329 667571) or Terry Bullingham (0121 429 2428).

AIRCRAFT OF THE ROYAL NAVY No 14



● The Sopwith Triplane – for a brief period the scourge of the German air force in 1917.

Sopwith Triplane

USED EXCLUSIVELY by the RN Air Service during World War I, the Sopwith Triplane fighter had a short but effective life in the intense aerial combat of 1917.

Its three wings provided it with a remarkable climb and roll rate, allowing it literally to run rings around its opponents. It pre-dated into service in February 1917 its more famous German equivalent – the Fokker Dr.1 triplane flown by the war's most successful ace, Baron von Richthofen. (In fact, the early success of the Dr.1s is reputed to be due to Allied pilots at first mistaking them for friendly, Sopwith Triplanes).

The British three-wingers equipped three RNAS squadrons – 1, 8 and 10 – and played havoc among the German flying circuses.

Between May and July, 87 enemy aircraft were destroyed by one flight alone – S/Lt Raymond Collishaw's B Flight of 10 Squadron. His five aircraft were aptly named Black Death, Black Maria, Black Roger, Black Prince and Black Sheep.

Regardless of its success, the Sopwith Triplane's glory was brief. By November 1917, just seven months after it entered service, it was replaced by the Sopwith Camel.

A total of 140 Sopwith Triplanes were built. The type was powered by a 110hp, and later 130hp, Clerget engine giving a maximum speed of 117mph at 5,000ft. It had a 20,500ft service ceiling and could climb to 16,000ft in 25 minutes. It mounted one or two Vickers machine guns firing forward.

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Royal Naval Association



WINNER of the *Navy News* Picture Puzzle competition in our October issue is Mr. Berthold Wuster of Wuppertal, Germany.

He identified the picture as that of the protected cruiser HMS Hermione

(commissioned in 1895). He also correctly gave the second name by which the ship was known - Warspite, given by the Marine Society who bought her in 1921 and operated her as a training ship until 1940.

Mr Wuster's reply was chosen at random, and he receives our cash prize of £25. In this month's competition, offering another £25 prize, identify the ship photographed and answer the following question:

Her last major task before World

War II came in May-July 1939. What was it?

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH.

Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is January

15. More than one entry can be submitted, but photocopies cannot be accepted.

Do not include anything else in your envelope: no correspondence can be entered into and no entry returned. The winner will be announced in our February edition. The competition is not open to *Navy News* employees or their families.

PICTURE PUZZLE

MYSTERY PICTURE 34

Name

Address

My answer

Navy tells Association branches . . 'Sorry, no ships for adoption'

THE ROYAL NAVY has told the RNA that due to widespread commitments particular ships cannot form official affiliations with RNA branches.

Aldenham survivors' farewell to captain

SURVIVORS of the destroyer HMS Aldenham, sunk by a mine at the end of 1944, paid their last respects to their old Commanding Officer, Capt James Farrant, at his funeral in the New Forest.

Captain Farrant, who was interred at All Saints Church, Hordle, was the first vice president of Aldenham branch. Among the HMS Aldenham men who attended were Capt Maurice Short, Lt Cdr David Johnson-Smith, ex-PO George Drewett, ex-ERA Maurice and ex-L/Sig Doug Hebditch.

Aldenham branch was represented by the current vice president, Shipmate John Salveson. Also there were members of Hanworth branch - Shipmates Fred Booker, Ken Forwood and Ron Wheeler.

Dieppe

On parade were the branch standards, as well as those of the First Destroyer Flotilla Association 1942-45, and the Dieppe Veterans Association.

Capt Farrant joined the Navy in 1919 and went on to serve in HM ships *Revenge*, *Wolfhound*, *Queen Elizabeth* and *Nelson*. His wartime service included command of the cruiser HMS *Delphi* and a flotilla in the Aegean, and - before his retirement in 1954 - HMS *Beaufort*.

An anti-submarine specialist, his distinguished career included many shore appointments, including one on Montgomery's staff in the Western Desert.

The advice came in the form of a letter from the Naval Regional Officer London, Commodore Kit Carson, to the Association's General Secretary, Capt Bob McQueen RN.

However, close links between the RNA and ships will continue to flourish through official affiliations between warships and communities throughout the country, and through the mutual hospitality

shown when RN ships exchange visits with Association branches.

Capt McQueen confirmed that unofficial affiliations would continue. "But they have to be earned by the RNA, they are not a right," he said. "The particular affiliations which exist strongly have been earned by close liaison."

One town which recently 'lost' its affiliated ship was Royal Tunbridge Wells, linked with the Type 22 frigate HMS *Brilliant*



£1,000 hyper gift by 4 Area

before she was sold to Brazil. Undaunted by that, RNA branch president, Lt Cdr Paris Anderson RNR (ret), rejects as "sheer rubbish" any comment that the town is bereft of Naval links.

In a letter to his local newspaper he reminded his fellow townspeople that they had a "very active" Sea Cadet unit, TS *Brilliant*,

formed in 1934, and the local RNA branch which had been active in Tunbridge for 25 years, playing its part in the local community, and in charity and welfare work.

He drew attention to the number of times the 80 members of the branch had mustered for local parades and remembrance services.

SHIPMATE Chris Hore, in the tank that helped to cure him of a rare bacteria infection, presents £1,000 to Plymouth Hyperbaric Medical Centre.

The money was raised by members of No.4 Area, of which Chris is vice chairman, at their annual reunion at Torquay involving over 50 branches.

The giant cheque was received by the centre's manager, Alasdair Bettles-Hall.

Hyperbaric medicine - the use of oxygen therapy under high pressure - is used to help counter a wide range of ailments, from carbon monoxide poisoning to diving related conditions such as nitrogen narcosis, or "the bends".

Trafalgar Day round-up

OVER 90 shipmates spent the 192nd anniversary of Trafalgar at sea.

Representing **Swindon, West Ham, Bristol, Hanworth, Luton** and other branches, they embarked at Portsmouth in the P&O ferry *Pride of Bilbao* for a round trip to Spain arranged by Harry Mitchell Seunions.

Members of **Haven** (Haverfordwest) branch celebrated ashore, the event being attended by Lord Nelson, alias Shipmate John Campbell, who dispensed liberal tots.

Forty-five members of **Wolverhampton** branch, with wives and friends, held their celebration at an hotel. Their president for 35 years, Cdr McDonald presided.

General Secretary Capt Bob McQueen RN, and his wife Nadya, were guests of honour at **Sidcup** dinner dance. Capt McQueen replied to the toast proposed by Shipmate Raison, after which he made presentations, including that of a Royal British Legion certificate to Shipmate Percy Jones in recognition of more than 30 years as a poppy seller.

The branch standard of **Horley**, escorted by the chairman, Shipmate Fred Gaywood, was piped aboard for a memorable celebration.

At **Wiston and District** dinner, attended by 90 shipmates and

guests, the outgoing president, Dr Gerald Ward, celebrating his 90th birthday, received a plaque of the badge of the old cruiser HMS *Delphi* from Shipmate Fred Findley.

Life membership was awarded to **Wallasey** Shipmates William McEvoy (chairman) and Harold Hindley (branch and No.10 Area treasurer) at the branch's dinner.

Carshalton branch's dinner was followed by music, dancing and a sops' opera. A raffle and collection raised £413 for Pembroke House Ambulance Appeal.

West Bromwich were host to **No.8 Area**, the parade and service at St Andrew's Church being attended by 150. The Sea Cadets of TS St Vincent provided the band and Supt Bruce Gibbert took the salute. The wives provided a buffet and gifts were presented to Shipmate Ron Coates and his wife Hazel to mark their 40th wedding anniversary.

Chard celebrations coincided with the branch's tenth anniversary. No.4 Area chairman was guest of honour, while other guests included shipmates from Axminster. The service was held at Cricket St Thomas Church which has many associations with Nelson.

Model warships by Philip Warren were on display for **Blandford** branch's celebration attended by 40 at the Crown Hotel. The Immortal Memory was pro-

posed by Sir Reginald Brooks who saw distinguished service as a diplomat and a member of the wartime Special Operations Executive. The toast was given by the Mayor, Cllr Carole Sharp and ex-CPOGI Tom Sprake replied. Eric Harley Parish proposed the toast to the branch and afterwards gave a talk on the RN Submarine Museum.

Members of the ship's company of HMS *Cornwall*, visiting **Falmouth**, attended the branch's dinner presided over by branch president, Admiral Sir James Jungius. On the Sunday, Cornwall's sailors formed a guard

for the civic parade attended by the Mayor, Mrs Brenda Bowers. Admiral Jungius took the salute and was accompanied by the Commanding Officers of HMS *Cornwall* (Capt Anthony Dymock) and RN air station *Culdrose* (Commodore Simon Thornewill).

Brecon held their dinner at the town's Rugby Football Club, guests of honour being Cdr and Mrs Kendall Carter RN. Others present included the branch president, Vice Admiral Sir Iwan Raikes, and the president of Brecon RFC, P. Francis. Shipmate P. James (branch chairman) presided.

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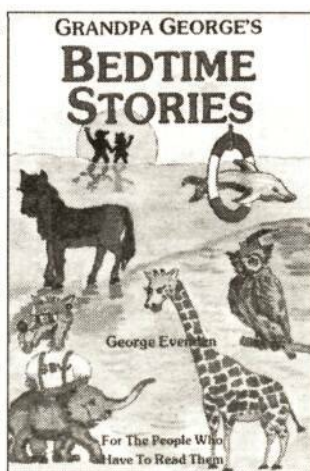
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SINGLE WOMAN 27 seeks man 30+, Leading Hand and above, children welcome! **BOX DEC 9**

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Bravery award for rescue crew

A SEARCH and Rescue crew from RN air station Cudrose received an award for bravery after saving the lives of four sailors.

The crew from 771 Naval Air Squadron launched in atrocious conditions on the night of February 5 after receiving a Mayday from the sinking Belgian trawler L'Ebauche.

After locating the vessel 38 nautical miles north of St Ives, Lt Bryan Nicholas (pilot) Lt John Collicut (2nd pilot) Lt Guy Norris (Observer) and PO Aircrewman (Diver) Phil Warrington could see that the boat was in desperate trouble.

With the wind gusting at over 50 knots and a 30ft sea swell, an automatic hoist could not be established and Lt Norris had to guide the pilots from the cabin door.

Capsize

PO Warrington was lowered into the life raft twice to rescue the first two crew members, but on the third descent he was forced to release himself to avoid snagging on a drogue and had to swim to the raft.

With a capsize imminent, it was essential that the diver acted swiftly by hooking himself and the two survivors onto the winch wire for a combined lift.

As soon as they were clipped on, the life raft plunged into a deep trough and the three were jerked violently into the air.



AFTER 40 years of Basic Flying Operations at RNAS Cudrose, the helicopters of 705 Naval Air Squadron have left the Cornish base for the last time.

Lt Cdr Mark Osman, the squadron's last Commanding Officer, led the remaining Gazelle aircraft in a flypast over Helston to say a final farewell before heading for the new Defence Helicopter Flying School at RAF Shawbury, Shropshire.

● Above: Mr John Ellis, a maintenance engineer with 705 NAS for more than 30 years, gives the signal for the squadron's final take-off from RNAS Cudrose.

The resulting swing caused the winch wire to snag on the airframe, and this in turn caused the winch to jam, leaving them hanging helplessly below the aircraft at wave-top height.

The helicopter immediately climbed while the crew in the back attempted to untangle the wire.

But with no landing site within 35nm, the only option was to physically haul in the winch wire

by hand as the pilot attempted to raise it with power.

After a great deal of teamwork and effort, the remaining survivors and diver were inched home safely into the aircraft and flown to hospital.

And in recognition of their daring rescue, the crew were presented with the Prince Philip Helicopter Rescue Award by Prince Michael of Kent at a ceremony in London.

NEPTUNE'S BIRTHDAY

HMS NEPTUNE celebrated its 30th birthday in traditional style when Capt Tony Poulter and his wife Anne cut a cake baked for the occasion after a ceremony and parade.

The unit was commissioned in August 1967 while much of the Clyde Submarine Base was still under construction. Guests included Neptune's first CO, Captain Derek Kent.

846 Sqn does it again!

FOR A RECORD fourth time, 846 Naval Air Squadron has won the RN's top award for the front-line squadron maintaining the highest level of operational readiness over one year.

The Commando carrying squadron was presented with the Australia Shield for 1996 by Flag Officer Naval Aviation, Rear Admiral Terry Loughran. It was received by the squadron Commanding Officer, Lt Cdr Charlie Brown.

World-wide

During last year, 846's Sea King helicopters kept up an unprecedented level of operational capability during their deployments at home and abroad.

The squadron's achievements included a central role in proving the Joint Rapid Defence Force concept during Exercise Purple Star in the USA, pioneering development of night vision goggles.



● Lt Cdr Charlie Brown, CO of 846 Squadron.

March marks historic victory

SAILORS from HMS Collingwood exercised their right to parade through the Staffordshire town of Stone (below) to mark the 200th anniversary of the Battle of Cape St Vincent.

The detachment from the establishment in Fareham, Hampshire, was invited to parade with swords drawn, bayonets fixed, drums beating, band playing and Colours flying — because the victor of St Vincent was born near there in 1735.

The remains of Earl St Vincent — Admiral Sir John Jervis — were interred in Stone parish church in 1823. He won his earldom by defeating 27 Spanish ships of the line with his 15 off Cape St Vincent, Spain in 1797.

After the parade a specially designed nameplate for St Vincent Square in Stone was unveiled by Lt Cdr Caroline Crumplin, Commanding Officer of the present HMS St Vincent — the communications centre in Whitehall.



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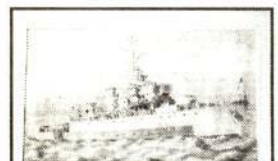


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AUTHORITY was issued by Commodore Naval Drafting in November for the following to be advanced to Acting Charge Chief Artificer:

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AUTHORITY was issued by Commodore Naval Drafting in November for the following to be promoted to Chief Petty Officer:

OPERATIONS (SEAMAN GROUP)

To CPO(M) - B.R. Crabtree (Seahawk).
To CPO(S) - K.E. Wilson (Sutherland).

SUPPLY

To CPOSA - G.M. Page (Illustrious).
To CPOWTR - S.S. Elkins (Neptune CFS), K.W. Eatwell (NMA Portsmouth), C.N. Challinor (Loan RSS BMATT).

MEDICAL

To CPOMA - A. Davies (Def Med Trg Ctr).

MARINE ENGINEERING

To CPOMEM(M) - P.A. Harwood-Dobie (Cottesmore), T.J. Derrick (Scott).

WEAPON ENGINEERING

To CPOWEM(R) - M.R. Burgess (Comcen Southwick).

FLEET AIR ARM

To CPOA(AH) - M.S. Mogford (RNAS Portland), P. Bissell (Invincible).

CPO ARTIFICER/TECHNICIAN

Commodore Naval Drafting has been notified of the following advancements to Chief Petty Officer Artificer/Technician which were made by Commanding Officers:

To CPOMEA: C.E. Jones (Sultan), D. Morton (Drake CFM), M.S. Richards (CFM Portsmouth).

To ACPOMEA: S.K. Beeston (Brave), I.C. Boustead (Sultan), D.J. Clare (London),

C. Craft (York), R.I. Firth (CFM Portsmouth), L. Grant (Boxer), I. Harrison (CFM Portsmouth), K.J. Haworth (AFCO N England), S.P. Higginson (Edinburgh), N.R. Holland (Exeter), G. Nicholson (Edinburgh), S.N. Partridge (Drake CFM), W.D. Porteous (DG Ships Portsmouth), P.J. Silsby (Drake CFM), D.W. Snowdon (Sultan), F. Thomson (Cumberland), K.R. Upchurch (Nelson Bristol), M.J. Williams (London).

To CPOWEA: D.A. Cumming (Campbelltown), G. St J. Duffield (Trenchant), M.R. Edson (Newcastle), P.D. Elliott (Collingwood), G.M. Hamilton (Manchester), M.J. Kirby (Cottesmore), M.A. Skelton (RN Gibraltar), A.B.E. Tait (CFM Portsmouth), A.E. Twigg (Drake CFM).

To ACPOWEA: S.M. Deakin (Excellent), R.G. McVeigh (Drake CFM), R. Theobald (Dolphin SM School).

To CPOAEA: C.M. Gray (815 Ft 202).

To CPOCT: D. Apps (Coventry), M.K. Spooner (Coventry).

To ACPOMT: A. Wakelin (Excellent).

Points

THE following list shows the total points of the men and women at the top of each advancement roster for Petty Officer and Leading Rates in November after issue of B13s.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in basic date order. Dates shown against "int" rosters are the basic dates of the top eligible personnel. The number following the points (or basic date) is the number advanced in November.

CCMEAML - 79 (27.6.97), Nil; CCMEAL - Int (7.10.97), Nil; CCMEALSM - Dry, 1; CCWEAADC - Dry, Nil; CCWEAWDO - Dry, Nil; CCWEAADC - Int (18.7.97), Nil; CCWEAWDOSM - Int (18.7.97), Nil; CCWEAM - 236 (1.9.95), Nil; CCWEAR - 345 (1.5.94), Nil; CCWEAWL - 467 (1.9.92), Nil; PO(EW)(O) - 301 (14.1.94), Nil; LS(EW) - Int (16.1.96), 2; PO(M) - 108 (14.3.95), Nil; LS(M) - Int (12.9.95), Nil; PO(R) - 374 (11.5.93), 4; LS(R) - 114 (14.2.95), 3; PO(S) - 130 (14.2.95), Nil; LS(S) - 410 (16.2.93), Nil; PO(D) - 582 (12.5.92), 3; LS(D) - 698 (7.6.91), 1; PO(MW)(O) - Int (19.11.96), 1; LS(MW) - Nil; LS(SR) - 265 (15.2.94), 1; PO(SEA) - 571 (14.1.92), Nil; POCY - 489 (13.10.92), Nil; PORS - 569 (24.9.91), Nil; POCO - 183 (11.10.94), Nil; LRO - 323 (10.5.93), 2 (See last paragraph); POPT - 453 (13.10.92), Nil; RPO - 573 (10.3.92), Nil; POMEM(L)(GS) - Dry, 1; LMEM(L)(GS) - Int (3.9.97), 4; POMEM(M)(GS) - 465 (4.11.92), 6; LMEM(M)(GS) - 252 (30.11.92), 9; POMEM(O) - 184 (6.9.94), 10; LMEM(O) - 130 (24.11.94), 2; POMEM(R)(GS) - 273 (1.3.94), 5; LMEM(R)(GS) - 261 (24.11.93),

7; POCA(GS) - 621 (21.6.90), Nil; LCH(GS) - 434 (27.9.92), Nil; POSTD(GS) - 688 (28.8.91), Nil; LSTD(GS) - 303 (17.6.93), Nil; POSA(GS) - 396 (8.3.93), 4; LSA(GS) - 217 (13.2.94), 11; POWTR(GS) - 451 (1.3.93), Nil; LWTR(GS) - 351 (10.8.93), Nil; POMA - 86 (14.3.95), Nil; LMA - 79 (9.5.95), Nil; PO(S)(SM)(O) - 646 (19.12.91), Nil; LS(S)(SM) - 589 (7.11.91), Nil; PO(TS)(SM) - 357 (10.6.93), Nil; LS(TS)(SM) - 412 (19.1.93), Nil; PORS(SM) - 590 (11.2.92), 1; LRO(SM) - 319 (8.6.93), Nil; POMEM(L)(SM) - 152 (5.12.94), Nil; LMEM(L)(SM) - 71 (25.5.95), Nil; POMEM(M)(SM) - Dry, 1; LMEM(M)(SM) - Int (3.7.96), Nil; POWEM(R)(SM) - 486 (3.11.92), Nil; LWEEM(R)(SM) - 821 (25.6.90), Nil; POSA(SM) - Int (4.11.96), Nil; LSA(SM) - 242 (27.3.94), Nil; POWTR(SM) - 397 (11.3.93), Nil; LWTR(SM) - 448 (31.12.92), Nil; POCA(SM) - Int (9.1.97), Nil; LCH(SM) - 845 (29.7.90), Nil; POSTD(SM) - 693 (2.12.90), Nil; LSTD(SM) - 1415 (16.6.87), Nil.

POA(AH) - 1024 (7.3.89), 5; LA(AH) - 506 (8.11.91), 6; POA(METOC) - Int (5.11.96), Nil; LA(METOC) - Int (2.10.95), Nil; POA(PHOT) - 911 (6.2.90), Nil; POA(SE) - 765 (24.10.90), Nil; LA(SE) - 400 (16.2.93), Nil; POACMN - 517 (5.3.92), 1; POAEM(M) - 332 (4.11.93), Nil; LAEM(M) - 477 (29.5.92), Nil; POAEM(R) - 333 (6.11.93), Nil; LAEM(R) - 577 (31.10.91), Nil; POAEM(L) - Dry, Nil; LAEM(L) - 364 (25.2.93), Nil; POAC - Dry, Nil.

POW(R) - 416 (7.2.93), Nil; LWR(R) - Dry, Nil; POW(RS) - 662 (3.12.91), Nil; LWR(R) - 723 (25.9.90), Nil; POWPT - 637 (11.6.91), Nil; RPOW - 526 (10.3.92), Nil; POWCA - Int (15.6.95), Nil; LWCH - Dry, Nil; POWSTD - 851 (16.7.90), Nil; LWSTD - 525 (20.2.92), Nil; POWSA - Int (1.8.95), Nil; LWSA - 246 (30.3.94), Nil; POWWTR - 410 (26.3.93), Nil; LWWTR - 278 (28.2.94), Nil; POWWTR(G)

Int (11.7.97), Nil; POW(METOC) - Dry, Nil; LW(METOC) - Dry, Nil; POWPHOT - 283 (5.10.93), Nil; POWAEM(M) - Int (20.3.97), Nil; LWAE(M) - Dry, Nil; POWAEM(R) - Dry, Nil; LWAE(M) - 657 (14.12.90), Nil; POWAEM(L) - Dry, Nil; LWAE(M) - Dry, Nil; POWETS - 831 (15.11.90), Nil; LWETS - 422 (22.9.92), Nil.

LWTEL - 545 (3.12.91), Nil; POWWA - 409 (10.3.93), Nil; LWWA - 549 (30.10.91), Nil; POWDHYG - Int (14.12.95), Nil; POWDSA - Int (6.9.97), Nil; LWDSA - Int (25.7.96), Nil; POEN(G) - Dry, Nil; LEN(G) - Dry, Nil; PONN - 280 (9.11.93), Nil; POMA(Q) - Dry, Nil; LMA(Q) - Dry, Nil.

PO(AWW) - Int (17.12.96), Nil; LOM(AWW) - Int (21.2.97), Nil; PO(AWT) - Int (2.10.97), Nil; LOM(AWT) - Int (11.3.97), Nil; PO(UW) - Dry, Nil; LOM(UW) - Int (15.10.96), Nil; PO(EW) - Int (24.7.97), Nil; LOM(EW) - Int (22.4.97), 1; PO(MW) - Int (15.7.97), Nil; LOM(MW) - Int (15.7.97), Nil; PO(C) - Dry, Nil; LOM(C) - Int (10.6.97), 1; PO(SSM) - Int (25.11.96), Nil; LOM(SSM) - Int (1.5.96), Nil; PO(TSM) - 178 (3.11.94), Nil; LOM(TSM) - Int (24.10.95), Nil; PO(CSM) - 400 (8.6.93), Nil; LOM(CSM) - Int (27.11.96), Nil; PO(WSM) - 378 (5.1.93), Nil; LOM(WSM) - 586 (17.11.91), Nil.

The Basic Dates for female ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWTEL - 685 (28.4.93), Nil.

It should be noted that the number of B13s issued in the female categories are those advanced from the female shore roster.

All RO(T) and RO(G1) ratings who have passed for the higher rate and who have completed or are yet to complete the cross-trained LROQC have been transferred to the cross-trained LRO advancement roster.

NAVY NEWS looks back through its pages to recall some of the November headlines of past decades . . .



● HMS Victorious, prematurely retired in 1967 after being seriously damaged by a fire.

THE TIME OF YOUR LIVES

40 years ago

DARTMOUTH Training Squadron made a rare visit behind the Iron Curtain - to Poland. HM ships Vigilant, Roebuck and Venus berthed at Gdynia where the ships' companies were welcomed with great friendliness.

30 years ago

IT WAS DECIDED to pay off the aircraft carrier HMS Victorious a year earlier than planned following a fire which damaged her as she neared the end of her refit in Portsmouth. Her disappearance was a "severe blow" to training plans as it increased the scarcity of training billets afloat.

20 years ago

THE ANNUAL report of the Sailors, Soldiers and Airmen's Families Association blamed financial stringency for much of the matrimonial trouble and stress showing up within Service families. SSAFA wondered whether the continuing loyalty and devotion to duty of the Armed Forces was being taken for granted.

Sailors and Royal Marines were manning Green Goddess fire engines throughout Britain during a national strike by the Firemen's Union.

Appointments

Rear Admiral R. B. Lees to be Defence Services Secretary (Feb.) and to continue as Chief Naval Supply Officer.

Lt Col R. M. Bowkett RM to be CO 42 Cdo. April 28.

Lt Cdr P. B. Horn to be CO HMS Berkeley. April 21.

Lt Cdr M. H. Williams to be CO HMS Dumbarton Castle. Feb. 25.

Maj. M. V. Cooke RM to be CO RMR Tyne. April 21.

Lt J. Le S. Perks to be OIC URNU Hull and CO HMS Explorer. Feb. 10.

Swop drafts

MEM1 Calvert (Scale B), DRSO, HMNB Portsmouth ext 22490, drafted HMS Anglesey, June. Will swop for any Portsmouth Type 23 deploying or not.

MEM Edwards, HMS Fearless, BFPO 283, drafted HMS Neptune, Feb. Will swop for any Portsmouth or Plymouth draft.

OM(C)1 Tofield, 30 Man Mess, HMS Lancaster, BFPO 323 (DV billet). Will swop for any ship not deploying.

MEM(L)1 L. J. Thomas (Scale B), J1R Mess, HMS Lindisfarne, BFPO 236, will swop for any Type 22.

POSTD Tuffnell, POs Mess, HMS Lancaster, BFPO 323, will swop for any Devonport ship deploying or not.

LS(M) Elliott - trained on GWS 30, GWS 25, GSA1 and MGD(V) - HMS Sultan ext 2050, drafted HMS Birmingham, April. Will swop for any carrier deploying or not.

WTR1 Dunn, 40 Cdo (Norton Manor ext

4334), drafted 820 NAS, May. Will consider any other sea-going draft, preferably Yeovilton front-line squadron or Devonport or Portsmouth ship.

WWTR1 Lawrence, UPO, RNAS Yeovilton ext 5827/6377, drafted HMS Warrior (Northwood CIS, DV billet), April 6. Will consider any UPO draft, preferably in Portsmouth area.

OM(MW)1 J. M. Hughes (Navs Yeo), HMS Bridport, BFPO 236, deploying to Gulf, Jan-July. Will swop for any Portsmouth Hunt-class not deploying.

LWEM(R) Kinsella, 6DP Mess, HMS Invincible, BFPO 308, will consider any Plymouth ship or shore draft.

MA(Q) Cockburn, MDHU Derriford, Plymouth (01752 792308), will swop for Portsmouth area shore draft.

POCA Sheen (Source branch), HMS Manchester, BFPO 331, deploying Jan. Will consider anything in Portsmouth area.

WOM(EW)1 Bradley, drafted HMS Sheffield, Dec. 12 (contact CPO(R) Gregory, HMS Sheffield, BFPO 383). Will swop for any Type 22 not deploying.

MEM2 R. L. Smith, 39 Man Mess, HMS Montrose, BFPO 339, deploying Jan. Will swop for any Portsmouth ship deploying or not.

LWEM(R) Bartlett, HMS Fearless, HMNB Portsmouth ext 22760, drafted SCU Leydene (PV billet), May 12. Will swop for HMS Collingwood.

WTR1 David Price, Defence Diving School, HMS Excellent ext 4005, drafted HMS Fearless, April 20. Will swop for any Portsmouth Type 42.

POMEM(L) Bamlett, ME 203(L)(15) course, HMS Sultan ext 2518/2183, drafted HMS Somerset, June 15. Will swop for any Portsmouth Type 23, but will consider other drafts.

WEM(R) Jordan, HF TX, JCUIF, BFPO 655, drafted HMS Glasgow, June. Will swop for any Faslane sea draft.

LWTR Harrison (non sea), FOSF Registry, HMNB Portsmouth ext 26513, will consider any Plymouth, Lymington or Yeovilton draft.

MEM Fuoco, RM Poole ext 2542/2213, drafted HMS Edinburgh, April 20. Will swop for HMS Fearless.

CWEM(O) Burge, CPOs Mess, HMS Brave, BFPO 233, drafted HMS Nelson (Main Gate, OOW). Will swop for any West Country draft.

CPOWEA Tucker (Radar 996), HMNB Portsmouth ext 23469, drafted HMS Montrose (Devonport), Oct. 98. Will swop for any Portsmouth ship.

LCH Leigh, HMS Britannia, BFPO 239, drafted HMS Drake, March 10. Will swop for any Portsmouth or London shore draft.

Legion's starry carol concert

THE BACH CHOIR will lead the Royal British Legion's star-studded Christmas celebration on December 16.

The concert, at the City of London Guildhall, will be conducted by Sir David Willcocks and will contain carols, works of celebration and "surprise pieces".

Celebrities giving readings will include Penelope Keith, Jenny Seagrove and Nigel Davenport.

The concert begins at 7.15 and proceeds of the £12-£19 tickets go to the Legion (call 0171 973 7285/7276).

Band premieres Plymouth work

THE FIRST performance of a work by Plymouth composer Paul Foster was given by the Royal Marines Band Plymouth at HMS Raleigh on November 6.

Conducted by Paul Foster himself, the band performed the complete Tamarside Suite inspired by life along the River Tamar.

Deaths

LWEM(R) Alastair Ramsay, HMS Spartan, Nov. 7.
ACPOCT(A) Keith Summerhayes, HMS London, Nov. 9.

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Capt Roger Hicks, DSO, Knight of the Order of St Olav (Norway), As CO of destroyer HMS Vimiera evacuated over 2,000 British troops from Boulogne under fire in 1940. Served 1927-60. Other ships: Devonshire, Danae, Firedrake, Antelope (CO, Bismarck, Spitbergen), Zest (CO, Arctic convoys), Prince of Wales, Terror, Cheviot (CO), Chevron (CO), Warrior (CO), Commodore Op Grapple Naval Task Group - 1957 A-bomb tests. Chief of Staff to C-in-C The North 1957-60. Member of Association of RN Officers. Oct. 12, aged 87.

Capt Geoffrey Stanning DSO, the only paymaster lieutenant to be awarded the DSO and the only one to take charge of a British warship in action. Served in destroyer HMS Hardy in 1940. Only officer left on foot on upper decks of Hardy after she was hit during First Battle of Narvik. Despite being wounded he took command and ran Hardy ashore.

In memory of CPO Arthur Fox RN, DSM (Engineer)

Served in MTBs 39-45 - Coastal Forces
Crossed the bar November 1967
Aged 47
WE SHALL REMEMBER

before she sank. Served 1930-63. Other ships: Erebus, Norfolk, Ceres, Barham, London, Hawkins, Effingham, Odyssey (D-Day planning), Bermuda (Pacific), Belfast (Korea), Ocean, Deputy Supreme Allied Commander Atlantic 1952-54. NZ Naval Board 1955-58. Director of Supply Officers' Appointments 1958-61. Director of Administrative Planning 1961-63. Oct. 9, aged 85.

Capt George Blundell CBE, WWII torpedo specialist who was instrumental in damage control to save HM ships Kent and Nelson when they were hit by torpedoes. Served 1917-58. Ships: Thunderer, Vidette, Valiant, Enterprise, Sheffield, Kent, Nelson (Malta convoys, landings in N. Africa, Sicily, Italy); HMS Vernon (contributing to formation of the Torpedo and Anti-Submarine - TAS - branch); HMS Rifleman and her MS flotilla (CO), HMS Defiance (CO); Director of Naval Recruiting. Aged 93.

Lt Cdr Maurice Griffiths RNRV, served 1939-45 principally in mine disposal at HMS Vernon. Responsible for design of explosives that sank blockships forming Mulberry Harbours for Normandy campaign. Designer of small yachts and Editor of Yachting Monthly 1927-67. Oct. 11, aged 95.

Constructor Cdr John Stark, member of Royal Corps of Naval Constructors 1939-60. Involved in design of wartime S-class and U-class submarines. Also A-class boats. Admiralty's Principal Ship Overseer, Glasgow 1948-51; member of British Joint Services Commission, Washington 1951-55; Chief Constructor at Admiralty, Bath 1955-60. Closely involved in design of HMS Dreadnought, Britain's first nuclear submarine. Technical Director and later Assistant Managing Director of John Brown & Co. Led technical team who designed QE2. Aged 80.

Doris Taylor (nee Smith), first member of the Canadian WRNS. Joined WRNS 1939 and sent to Canada in 1942 to help set up Canadian Service. Aged 97.

Sir John Farr, lieutenant-commander RNRV in WWII, served in Mediterranean and Atlantic. Conservative MP for Harborough 1959-92. Chairman of the British Shooting Sports Council 1977-86. Aged 75.

Richard (Dick) Hall, Journalist who served as decoder in WWII. Post war worked for Daily Mail, launched Central African Mail, editor Times of Zambia, African and Commonwealth correspondent for The Observer 1967-83. Founded African Analysis. Nov. 14, aged 72.

Lt Cdr R. B. Lunbergh, former rating pilot and upper yardsman. Member of Wartime Ark Royals Association.

Nelson Valdemar (Dick) Linklater CBE. Served in RNRV in WWII, including Norway and Iceland. On staff of Arts Council for 30 years, becoming its Director of Drama. Oct. 19, aged 79.

Lt Eric G. Waterson RN (retd), president of Aircraft Handlers Association for nine years.

Norman G. Paul, ex-CCY, served 1954-79. Ships: Maidstone, Volage, Forth, Coniston, Wiston, Leopard, Lewiston, Victorious, Hermes, Eagle, Devonshire, Tenby, Fife. Sept. 27, aged 58.

Sidney John (Sid) Saunders, ex-RP1 and canteen manager. Arethusa boy. Ships: Shoulton, Victorious, Loch Alvie, Londonderry, Endurance, Cardiff (Falklands War). Oct. 3, aged 56.

Dennis Gray, ex-RM, served 1938-48. Member of HMS Jamaica Association.

Sid Clark, ex-LS, served 1940-46. Member of HMS Jamaica Association.

Arthur Russell, ex-PO, served 1928-45.

Member of HMS Jamaica Association.

Ron Ritchie, Ships: St Vincent, Corunna, Centaur, Bellerephon. Member of Orington branch of RBL. Oct. 2, aged 60.

Francis (Frank) Burt, ex-CPOSEA. Ships: Albion, Forth, and for many years as North-West Area Combined Cadet Force (RN) instructor.

Vic Denholm BEM, ex-CMEM, served 1934-64. Ships: Courageous, Sheffield, Stenstone, Protector. Oct., aged 83 in N. Zealand.

Ron Wyatt, ex-CPO Cox'n submariner. Boats: Thule, Alcide, Tudor, Astute, Turpin, Thermopylae, Opossum. Member of Essex branch of SOCA. Oct. 17, aged 67.

Kenny Briscoe, ex-Shipwright Artificer 1. Last ship, HMS Victorious (aircraft carrier). Sept. 14, aged 62 in Simons Town, S. Africa.

Charlie Simpson, ex-APO(EA), served 1943-48. Member of Angus branch of FAA Association.

Jeff Hughes, ex-AA1(O), served 1963-83. Member of Angus branch of FAA Association.

Lt R. B. Oliver, former FAA observer, member of Yorks. branch of FAA Association.

George Willard, ex-SEA, served in HMS Sheffield 1938-41. Member of HMS Sheffield Association. August.

Ron Boyce, ex-PO/Tel. Ships: Danae, Peacock. Member of HMS Shepco Association. Oct. 9, aged 77.

Jack Carless, ex-PO/RP1, HMS Penelope 1941-44. Member of Penelope Association.

Paul E. Brettell, ex-ARPO. Ships: Bruce, Mauritius, Albion, Hornet, Excellent, MTBs 1948-58. Member of HMS Bruce Register. Oct.

Herbert (Lofty) Morley, ex-DEMS rating, Glendower. Oct. 2.

Stanley Gullen, ex-Mne, served 1941-47 in Far East, Atlantic and Russian convoys. Last ship HMS Illustrious. Oct. 30, aged 74.

William Ballard, ex-AB Communicator, served 1942-46 in LCTs (including D-Day, Omaha Beach). President Bideford-on-Avon branch of RBL 1991-94. Nov. 8, aged 73.

Bill Sillitow, ex-Coder HMS Faulknor. Member of HMS Faulknor Association, Russian Convoy Club and Leroy Association. Oct. 6.

Lt D. T. H. (Tom) Mintey, seconded as RAF Flt Lt to HMS Cumberland flight, later member of FAA. Member of HMS Cumberland Association. Oct. 3.

Joe Gold, member of HMS Cumberland Association. Oct. 6.

Harry Bayliss, ex-Sto., HMS Gravelines 1949-52. Treasurer HMS Gravelines Association.

William John H. (Eddie) Kieft, ex-AB, served 1948-54. Ships: Royal Arthur, Drakem Rame Head, Warrior. July 16, aged 66.

Thomas Croft, former lieutenant marine engineer, served 1939-45.



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Oarsmen in mid Atlantic

TWO Royal Marines who are rowing across the Atlantic were half way across and in eighth place as *Navy News* went to press.

The Royals ran into stormy weather soon after leaving Tenerife but are still confident of covering the remaining 1,500 miles to Barbados in time for Christmas.

Their punishing, two hours on, two hours off routine has been taking its toll on both men, but they are still managing to cover up to 50 miles a day. Meanwhile, faxes and E-mails from friends and relatives have been helping to keep their spirits up.

New site for sport divers

ONE OF the best inland diving sites in Europe opened to civilian sport divers for the first time last month.

Thanks to a unique partnering arrangement with the Defence Diving School, the newly formed Horsea Island Dive Centre is able to offer them the chance to explore the 1.115 yard lake which contains a multitude of features including a helicopter, a field ambulance, an APC and over 30m of tunnels.

For details, contact Horsea Island Dive Club, 256 Bridge Rd, Lower Swanwick, Southampton SO31 7FL. Tel/fax on 01489 480480

New DNPTS takes over

CAPT Chris Tuffley has taken over as the new Director of Naval Physical Training and Sport (DNPTS) from Capt Graham Robinson who has retired after 34 years service.

Capt Tuffley, who comes to HMS Temeraire from the Directorate of Service Personnel, is a keen supporter of RN Rugby and is a member of the RFU Council.



● The new DNPTS and CO of HMS Temeraire, Capt Chris Tuffley



● Mne Eddie Ette, the first Royal Marine to swim the Channel

'Hat trick' sees Devon creamed

IN HIS first senior match for the RNRU, Mne Mick Coulton of 45 Cdo ran in three sparkling tries to help secure the RN's opening fixture against Devon.

The match, sponsored by Breiingl Watches and played at the Rectory Field, Devonport, also gave the RNRU its first piece of 'silverware' in the shape of the Breiingl Bowl which will now be fought for on an annual basis.

Fielding a considerable number of rookies at this level, CPO Spider Webb was delighted with

RUGBY UNION

their performance. He said: "What was particularly pleasing was the maturity they showed to turn a 13-24 deficit into a superb 39-24 victory."

Transformed

A game that looked to be going the way of the West Country men was eventually transformed by the young RN team with some quality open rugby in the last quarter.

Tries from Mne Fred Perry (Lympstone) Lt Roger Redwin (Berkeley) MEM John Bocksey (HMNB Portsmouth) with three conversions from CPO Andy Gowrie (Neptune) and a penalty

Channel swim makes Marine Corps history

RMR BRISTOL'S Eddie Ette has made corps history by becoming the first Royal Marine to swim the Channel.

His 13-hour crossing, the equivalent of running four marathons in a row, fulfilled a lifetime ambition and was all the more special for the fact that it was done on his 40th birthday.

Mne Ette was trained for the event by cross channel coach Tom Watch and was assisted by Lt A Mason who spurred him on from the boat and swam alongside him on some of the harder stretches.

Eddie set out from Shakespeare's Beach, Dover, in the dark at 0345 with the water temperature of just 15 degrees and a force 3 wind over the sea. He clambered up the rocky coast at Cap Griz Nez 13 hours and 5 minutes later for a champagne reception.

Eddie already has something up his sleeve for his 41st birthday - a triathlon involving a run from London to Dover, a cross-Channel swim and a cycle to Paris!

Strikers busy at start of season

THE NAVY soccer team found their golden touch at the start of the new season, tucking away 12 goals in their first three matches.

Their traditional opening fixture against Oxford University at Iffley Road saw goals from AEM Brian Ellis (Heron) LPT Paul Willets (Excellent) and a hat trick from CPO Bob Evans give the Navy a 4-nil on the half hour.

CPO Will Flint added a fifth and a penalty snapped up by POPT Steve Riley Further made it 6-nil at half time.

A header from Willet's corner saw Riley score again and Flint's shot from the edge of the area made it 8-nil. Oxford's only consolation was an excellent strike from Rob Faulkner and they lost 8-1.

Cambridge University proved stiffer opposition when they visited Portsmouth.

They had the better of the chances in the first half and took a 1-nil lead in the 15th minute.

After the break Cambridge headed home after a poor clearance, but this spurred the Navy, and two goals from CPO Steve Johnson (SCU Leydene) and another from Riley saw the RN win 3-2.

The RN's long trip up to Dunston Federation FC in Newcastle to tackle the English Fire Service proved well worthwhile.

After a series of corners in which Oneil and Flint went close, Evans was on hand when Riley's fierce shot rebounded off the post and his excellent volley stranded the keeper to give the RN a 1-nil lead which held.

INTERNATIONAL CALL-UP FOR RUGBY LEAGUE TRIO

THREE players from the newly formed RN Rugby League side represented Scotland in their inaugural amateur international against Ireland in Dublin.

Al Hendry (RM Condor) CPO Andy Gowrie (Faslane) and PO Perry Mason (FOSM) all play rugby league for Scottish teams as well as their new commitment to the Navy team.

All three made a significant contribution during the match, particularly Andy Gowrie who kicked three conversions. The final score was Ireland 25 Scotland 18.

Meanwhile, the RNRL's first

RUGBY LEAGUE

season drew to a close with a match against the Civil Service in Cheltenham.

Director of Coaching, RS Chopper Smallbone fielded a young side against the opposition who were bristling with National Conference players and at least one former professional.

But what the Navy lacked in experience they made up for with enthusiasm, with notable performances from Props Al Hendry and Lt Blood Reed and an innovative partnership of CPO Yorkie Tudor and AB Issy Gay.

from Fly Half AB David Hughes (RAF St Mawgan) completed the scoring.

Four other RN Rugby Union players all played a part in the Combined Service's historic encounter with the Barbarians RFC in the Scottish Amicable 'Remembrance Match' at USSG Portsmouth.

A crowd of over 4,000 saw Musician Buster Brown (DNR) LS Nick Bartlett (HMS London) LS Dave Sibson (St Mawgan) and Cpl Paul Livingstone (CTCRM) help the CS hold a well-deserved 21-7 lead at half time.

But the second half, a seven-try thriller, belonged to the Barbarians, who outscored the CS by five tries to two, running out as eventual winners by 33-40.

CPO Tudor gave the RN an 8-4 lead with a superb individual try but two conversions were missed. The CS then levelled the score with the 'try of the match' by Graziano who broke away from his own line, raced away and scored in the corner.

In the second half, the Navy were stung by two quick tries which were both goaled, Mne Hendry's second try was converted by Yorkie but a stout CS defence and drop goal saw the Navy down 23 to 14.

□ If you are a rugby league enthusiast and would like to play for the RN team, contact Lt Meadows at HMS Excellent (93832) 7254.

GOLF ROUND-UP

overcame their opponents by one hole. They were ably supported by a win from the all-Marine contingent in the shape of Cpls Nigel Small (Comacchio Gp) and Chris Graham (RMR Bristol).

Unfortunately the La Moye lunch did not have the same effect as Royal Jersey and the Navy could only manage one win from the afternoon four ball matches to lose 3/5 overall. The solitary win came from the Learmouth/Whitehouse partnership, overall the most successful of the four Navy pairings. Once again, the excellent Channel Island hospitality was in evidence post match.

Spirited fight

The 1997 season has been an enjoyable one. It has been moderately successful with an excellent performance in Yorkshire, a spirited fight against both Dorset and the Civil Service and reflections of what might have been at the Interservices. Reaching the final of the Cornish Piskey for the second year running was also a high spot.

On the individual side, Scott Gilbert entered the Navy early in the year and proved a tremendous asset to the squad,

and Ian Learmouth has done well in his first few months. Alistair Westbury, Joe Sharpe and Terry Taylor continue to perform well and Peter Smith has emerged as the most improved squad player of the year. The contingent of Westbury, Norris and Comerford were the RN representatives during the successful Combined Services tour of Australia. Comerford in particular produced some excellent results with the others supporting him well.

This season we bid farewell to current Navy Champion POPT Bill Stretton and to the long-serving Lt Cdr Pat Lynch. The RNGA wishes them both every success in their new careers.

But with one or two new faces emerging on the scene, and the return of four or five players whose services were missing through most of the year due to deployments, the prospects for Navy golf look promising and the selectors are now looking forward to the 1998 season.

Key dates (subject to change at this stage) for 1998 are:

□ July 1-3 RN Strokeplay Championships at Saunton

□ July 23 Navy Cup Final at the China Fleet Club

□ September 2-4 Intercommand Matchplay Championships at Saunton

Further details of these events and other RN and Combined Service fixtures may be obtained from the RNGA Secretary.

In brief

South African team on tour

THE COMBINED Services Women's Hockey team takes on South Africa's champion club team Stellenbosch University at Burnaby Road, Portsmouth, on December 5th.

The fixture, which starts at 1430, is being hosted by the Navy in response to the RN Women's Hockey team tour of South Africa in March and six RN Women are likely to be called up for the CS side.

Success for RN Gibraltar

THE ROYAL Navy are celebrating a comfortable victory over the Army and RAF in the annual Interservices Cricket championships.

LRO Steve Codling was voted player of the tournament after helping the Navy take the trophy from last year's winners, the Army. This year, the Army finished last with the RAF runners-up.

Triathlon win - or was it?

THE FIRST man over the finish line in the Cyprus Interservices Triathlon was HMS Roebuck's Gary Drew.

But after completing the gruelling 1,500m swim, 40km cycle and 10km run ahead of the RAF and Army competitors, he was stunned to see the trophy presented to the RAF's Cpl Steve Embleton.

The explanation, that Gary was a 'guest' competitor because in Cyprus the term 'interservice' means the RAF and Army, did not go down at all well with Naval personnel stationed on the island!

President is still on target

SAILORS from HMS President took on 28 reserve forces shooting teams in the Netherlands and featured strongly in the results.

HMS President won the Uzi sub-machine gun team event and the Uzi individual title went to Seaman James Dalrymple who had never seen the weapon before and had only 30 minutes instruction!

The competition, staged at Harskamp Infantry Training Centre, also saw PO Colin Rickard and AB Richard Bridle both achieve Dutch Army marksmen standard with the Browning 9mm pistol.

Simon lifts new records

HMS BERKELEY'S CPO Simon Mansell set another six county records in the Cornwall Weightlifting Championships.

Having moved up to the 108kg class in his second year in the master category, he lifted a personal best in the snatch of 80kgs.

Combined with a clean and jerk of 102.5kgs, his total of 182.5kgs was enough to give him First in Class.

His performance at the championships, held in Wadebridge, brings the number of county records held by CPO Mansell in both senior and master categories to 15

Channel Island tour brings season to an end

THE NAVY golf season came to an end in the delightful surroundings of two of the Channel Islands' premiere clubs at the Royal and La Moye writes Cdr Gary Skinns.

Taking the breakdown of hire car arrangements in their stride, the Navy team tested the island taxi and bus services to the full over the weekend. However, the first morning's results at The Royal Jersey indicated that some of the players may have had to jomp to the club.

Following the humiliation of a morning white-wash in the foursomes, the team were entertained in true Royal Jersey style at lunch and this obviously had some effect as they recovered to win two of the four afternoon fourballs.

Navy wins came most spectacularly from CPO Taff James (RNAS Portland) and Lt Steve Roberts (Illustrious) who beat the top opposition pair 5/4, and from Wtr Ian Learmouth (Neptune) and and Sgt Mark Whitehouse (40 Cdo RM).

The following day saw the teams at the opposite end of the island at La Moye, a course which has hosted European Tour events in the past. The same format as the previous day was employed and the Navy fared significantly better this time, going to lunch level at two points each.

Team Captain Cdr Ian Yuill (AFPAA HQ) led the way this time when he and partner Lt Peter Smith (DERA Malvern)

WATCH OUT OZ, HERE WE COME!

THE NAVY'S top yachtsmen are flying to Australia this month to take part in the Service's most ambitious sailing campaign for years.

The fifteen-strong crew led by Lt Cdr Mike Broughton are going all-out to win the nine-race Southern Cross Cup series which will take them through some of the roughest water in the world.

The races pass through the infamous Bass Strait and include the great Sydney to Hobart ocean classic which starts on Boxing Day.

Lt Cdr Broughton told *Navy News*: "I will not allow the words mediocrity or second best to be part of our vocabulary."



● **Admiral's Cup and Whitbread veteran, Lt Cdr Mike Broughton**

"I will be pushing the boat at all times and I will be pushing the team throughout this campaign, which I think is one of the most professional the Navy has ever mounted."

The crew, which includes one female and ranges in rank and rate from a Royal Marines Cpl to an RN Commodore, was selected entirely on the basis of sailing ability.

"We will be up against some of the best yachtsmen in the world so we will not be boasting until we get the results in the bag" said Lt Cdr Broughton, but he warned his competitors not to underestimate the team.

Track record

Last year, Lt Cdr Broughton and a team of young officers from Dartford made national headlines in Australia when they became the first ever foreign team to win the prestigious King of Derwent race.

And in training, the Southern Cross crew earned 'Assuage' first in class in the Fasnet and first over-



● **The RN team puts the Swan 48 Assuage through her paces on the Thames. The boat has been on loan to the team from RORC Chairman, Mr Terry Robinson. Picture: Jon Garthwaite, DPRIN.**

all in the treacherous RORC Cherbourg race.

The new Commodore of the RN Sailing Association, Vice Admiral Alan West, said: "We are so confident that the team are going to do well that we have already given them their return tickets!"

Internet users can follow the team's progress on their own website www.rnsa.org.

Marines no match for Portsmouth

THE RN Novice Boxing Championships proved to be an excellent night of boxing and a very close team battle for the Command title.

MEM Hutton (Portsmouth) was awarded the Flyweight title on a walkover as was MEM Akram (Portsmouth) at Bantamweight.

At featherweight, LSTD Ferris (Portsmouth) took on Mne Munro but lost a points decision after three hard-fought rounds.

At lightweight, Plymouth champion Doddington's fast, accurate counter-punching proved too much for Mne Frears and Doddington was given the bout on a unanimous decision.

At lightwelterweight, OM Coulbourne (Portsmouth) used his stylish footwork to keep Mne Metherell at bay for a majority decision.

At lightmiddleweight, MEM Keetley stepped in for OM Coulbourne who dropped out with a throat infection, and was knocked out in round one by Mne Guthrie.

Plymouth Command champion OM Leeman won a unanimous points decision after proving too busy for Mne Beverage.

Heavyweight saw LPT Steele win after three standing counts against Pompey's MEM Pallister.

And the fitness and determination of WEM Robinson earned him a points win against Plymouth champion OM Gamble at superheavyweight.

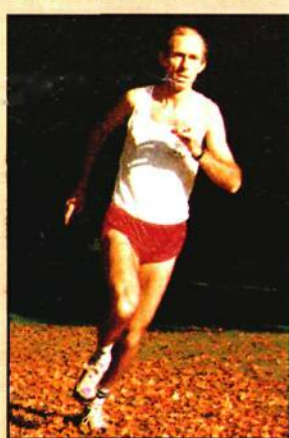
RESULTS: Portsmouth 24, RMs 22, Plymouth 15, FAA 2, Scotland 0.

MEMORIAL TROPHY

THE FIRST players to win the Steven Astley Memorial Trophy are former colleagues of the Naval Airman who served at RNAS Yeovilton.

The team from Yeovilton set up an annual Survival Equipment interdepartmental soccer tournament after NA Astley, a gifted player, was killed in a traffic accident last May.

NATIONAL CALL-UP



RNAS Yeovilton's Lt Cdr Bob Chapman was called up for England in the 10km British and Irish Veteran's International at Ballymena. He finished 12th in the over 50 category, earning a gold medal and helping England to a close victory in the team race.

Women excel in USMC Marathon

IN THEIR first ever entry to the Washington Marathon, the Royal Navy Women defeated not only their US Marine Corps counterparts but every other female team in the race.

The ladies went into battle in driving rain and strong wind, but all three ran personal bests with Lt Clair Norsworthy (Fearless) crossing the line third overall with a time of 2 hours 55.

RN international triathlete PO Vicky Norton (Cambridge) was next with 3 hours 6 and the third member of the winning team, Lt Cdr Aji Buchanan, took a staggering 15 minutes off her last marathon time to finish in 3 hours 14 minutes.

In a field of 16,000 runners, the RN/RM Men took several individual awards, but the overall RN/RM & USMC Challenge Cup was won by the Americans.

It was only the second time in eight years that the Cup has gone

to the USMC whose three runners were only four minutes ahead of the RN/RM.

First home for the RN was Lt Ginge Gough (Collingwood) in 2 hours 35 to take second in the veterans and an excellent 16th overall.

Cdr Simon Sheard won his age group in style in a time of 2 hours 36 (19th). Next home for the Brits was WO Terry Pares (CTCRM) who was third in his age group and 28th overall with 2 hours 40.

Sgt Chris Cook of 539 Sqn RM finished in 2 hours 41 and was closely followed by Cdr Al Rich (Osprey) who won the 'very old man's category' with 2 hours 42.

Mne Davy Rogers, in his first USMC Marathon, ran very strongly for 18 miles but suffered badly in from the adverse weather. His finishing time of 2 hours 58 will be bettered next year without doubt.

After 20 years of taking part in the USMC Marathon, the RN/RM

now lead their US rivals by 12 wins to 8, and it is hoped that the Ladies Challenge will become an integral part of the event in the future.

The USMC runners have been 'persuaded' to travel to the UK in March 1998 for the infamous 'Grizzly' 17-mile cross country run in Seaton, Devon.

The race is on March 15, and Cdr Al Rich would like to hear from RN/RM runners of any stan-

dard who would like to have a go at this pleasant, Sunday morning jog. Contact him on HMS Osprey ext. 5449.

Selection for the 1998 Washington team centres on the Interservice Marathon Championship held during the London Marathon. Anyone who would like to be considered for selection and is unlucky in the draw should contact Cdr Rich on the number given above.

Arctic expedition succeeds

THE ARCTIC island of Spitzbergen was the magnificent and remote destination of a five-strong RN team of explorers.

Lt Cdrs Rob Finch and Ian Stidson (FOSF), Lt Cdr John Burnip (Iron Duke) POCA Ted Fearon (Nelson) and POMEA Gary Jackson (Turbulent) flew by helicopter to Spitzbergen at the start of their journey.

After trekking through a range of smaller mountains, the team successfully climbed the island's highest peak, the 1,717m Newtontoppen.

With a locally hired 1940s-style rifle to defend against the ever-present threat of polar bear attack, the team returned to the coast using sleds and snow shoes to complete to 80km round-trip.

During their journey they navigated in white-out conditions, ascended five other peaks and traversed a huge sea of ice.

They also had to negotiate fast-flowing melt waters, rocky moraines and a never-ending succession of treacherous snow bridges to rendezvous with the only boat back to civilisation.

● **The Arctic explorers, with White Ensign hoisted on one of the six peaks they conquered on their 80km trek over the frozen island. They are (from left) Lt Cdr Ian Stidson, Lt Cdr John Burnip, POMEA Gary Jackson, Lt Cdr Rob Finch and POCA Ted Fearon.**



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SADDAM CRISIS

■ From front page

from UK. The RAF ground attack aircraft of No.1 Squadron are a major enhancement to the strike capability of the ship and her own six Sea Harrier FA2s.

Said Capt Clare: "The GR7s are familiar to us - they are friends who we've worked with before." Invincible embarked the GR7s last September for highly successful operational exercises off Spain. But this was the first time since the Falklands War that GR7s had been embarked in a carrier to meet a real emergency.

Once the RAF aircraft were on board, it was planned that the carrier would take up station in the eastern Mediterranean, from where she could reach the Gulf in about ten days.

However, there were signs as the Royal Navy prepared to meet the crisis, that diplomatic moves were succeeding. Statements relayed from Baghdad on November 20 seemed to indicate that Iraq would accept the return of the UN weapons inspection team - which includes a Royal Navy PO photographer.

Announcing the deployment of the RAF aircraft, Defence Secretary George Robertson said it was a sensible precaution while diplomatic moves were continuing. Saddam had to understand that he must comply with UN Security Council resolutions and allow inspectors back into Iraq to work without interference, he said.

'Real threat'

"These inspectors have already found substantial production capabilities, weapons and equipment, including 690 tonnes of chemical agents," said Mr Robertson. "We know he still has more chemical and biological capabilities in hiding. Iraq still represents a real threat to its neighbours and to the wider Middle East."

Capt Clare said that while Invincible had not been ordered to the Gulf, she was capable of covering the distance from the Med in about ten days.

The ship's original programme would have brought her home for Christmas, but the crisis made that a far from certain prospect for the 1,000-plus officers and sailors on board.

With major support from the Naval Personal and Families Service, letters were sent to all the Invincible families within 36 hours of the ship being ordered east. They had also been given a telephone number for updated, recorded information.

Destroyers

It is believed that if Invincible were to be ordered to the Gulf, she could be relieved by her sister-ship HMS Illustrious in the new year.

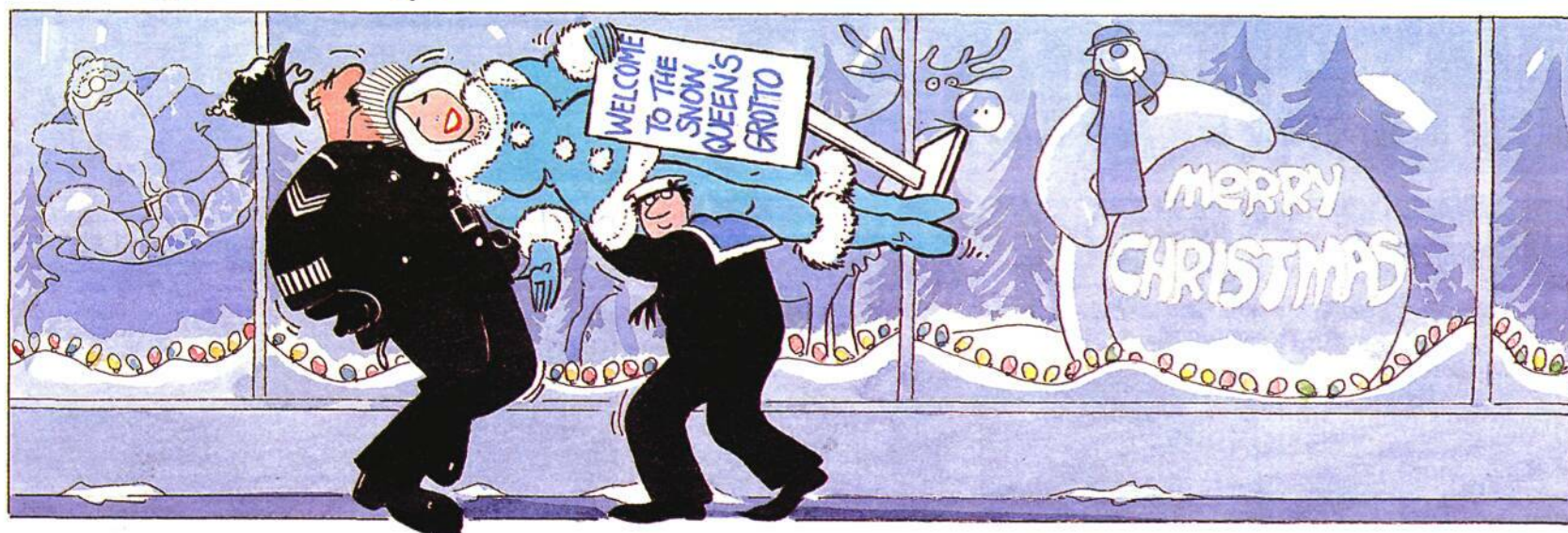
As the carrier was embarking the RAF Harriers on November 21, HMS Coventry arrived in the Gulf to relieve HMS Westminster on Armilla Patrol. Coventry joined her sister-ship HMS Nottingham and the tanker RFA Bayleaf.

Earlier in her deployment, Nottingham monitored the Iranian navy's annual autumn exercises in the northern Gulf and received a visit from the new Commander-in-Chief Fleet, Admiral Sir Michael Boyce.

Westminster, the first Type 23 frigate on Armilla Patrol, boarded 22 ships while enforcing UN sanctions on Iraq and conducted the first operational firing in theatre of her vertical-launch Seawolf missile system. She is due to return to Portsmouth on December 15.

■ Invincible's investment in people - page 13.

JACK



BY TUGS

Gulf War jabs given despite 'anxieties'

MEDICAL products which were not licensed in Britain were used on Service people involved in the Gulf War, the Ministry of Defence has revealed in a new report on illnesses suffered by Gulf War veterans.

Armed Force Minister Dr John Reid told Parliament that because medical counter-measures were unlicensed did not mean they were unsafe or untested, but he said the facts should be confirmed and made public.

He also revealed that anthrax and whooping cough vaccine were given despite a Department of Health warning to MOD in late 1990 that there were "anxieties" over using the two together.

Tandem use was designed to accelerate the effects of the vaccine, but it has not been possible to find out whether the Health Department's concerns were taken into account.

Dr Reid said that the Government of the day had to take speedy action to protect personnel, and under such circumstances risks often had to be taken. And he pointed out that while US Gulf veterans reported illnesses, none of them received the whooping cough vaccine.

Answering calls for compensation payments to be made, he said that a cause of Gulf illness had not been established and no responsible Government could pay compensation when no fault and no cause had been found.

□ An urgent re-assessment of Defence medical services has been ordered by Armed Forces Minister Dr John Reid.

He told Parliament that it was now obvious that the medical services were "in a sorry mess" and

that the proposals for action should take place without waiting the five years suggested by the Defence Select Committee.

'Smart' move to cut price rises and delays

IN A PLAN to reform the equipment budget, Defence Secretary George Robertson has announced a "smart procurement partnership" between the Ministry of Defence and the defence industry.

The initiative is part of the Strategic Defence Review and, said Mr Robertson, represents a new beginning in the relationship between MOD and its suppliers. Through working groups, members of industry will now be involved directly with the Ministry to carry the concept forward.

Mr Robertson said: "It is clear from our work on smart procurement to date that we need to look at all aspects of procurement if we are to tackle the root causes of the cost increases and time delays which have occurred in many past programmes."

Two die in accidents

A RATING died in an accident on board HM submarine Spartan while the boat was in home waters on November 7. LWEM(R) Alastair Ramsay, who lived in Argyll, was airlifted from the submarine at sea and taken to Stranraer hospital where he was found to be dead on arrival. An inquiry is to be held.

Acting CPOCT Keith Summerhayes (27) died in an accident in Spain on Remembrance Sunday. He is thought to have fallen down a flight of steps in Ferrol where his ship, HMS London, was berthed during a visit. Chief Summerhayes was engaged to be married.

Dukes on duty call

THE DUKE of Edinburgh addressed a British Business Seminar on board HMS Westminster when the Type 23 frigate paid a visit to Bombay. She has been the first of the Duke class to carry out Armilla Patrol duties in the Gulf.



Research may go private after defence review

BRITAIN'S Defence Evaluation Research Agency (DERA) may be sold off to private operators if a report ordered by Defence Secretary George Robertson is acted upon.

The military research and development establishments, which employ 12,000 people, were formed into the single agency in 1995. Now, as part of the Strategic Defence Review, one of the options being studied is for privatisation of the organisation.

A MOD spokesman said: "Other options are also being considered as part of an exhaustive scrutiny to obtain the best value for money for the taxpayer."

NATO ships visit

VISITING London on December 3 will be the seven ships of NATO's Standing Force Atlantic - including the Type 22 frigate HMS London. The others are HNLMS Tromp (Netherlands), BNS Wandelaar (Belgium), FGS Moelders (Germany), HNOMS Bergen (Norway), HMCS St Johns (Canada) and USS Peterson (USA).

XMAS LIST

SERVING overseas this Christmas are:

HMS Arun: Patrol ship on standby for fishery protection duties in northern UK waters. BFPO 214.

HMS Brave: Type 22 frigate, stand off in Mare Harbour, East Falkland. BFPO 233.

HMS Coventry: Type 22 frigate, stand off in Dubai, United Arab Emirates. BFPO 259.

HMS Endurance: Ice Patrol Ship, stand off in Grytviken. BFPO 279.

HMS Monmouth: Type 23 frigate, stand off in Cape Town, South Africa. BFPO 338.

HMS Newcastle: Type 42 destroyer, West Indies Guardship, stand off in Barbados. BFPO 343.

HMS Nottingham: Type 42 destroyer, Penang. BFPO 346.

HMS Talent: Trafalgar Class Fleet submarine, at sea on patrol.

HMS Vanguard: Trident submarine, at sea on patrol.

RFA Grey Rover: Fleet tanker, Falklands.

RFA Olna: Fleet tanker, Gibraltar.

RFA Bayleaf: Support tanker, Dubai.

RFA Orangeleaf: Support tanker, Gibraltar.

RFA Fort Grange: Replenishment ship, Split, Croatia.

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